

SEMI-CENTENNIAL
HISTORY OF WEST VIRGINIA

JAMES MORTON CALLAHAN



were deprived of all facilities for travel except mud turnpikes. By 1860 the eastern terminus of the stage lines was at Jackson river depot, now Clifton Forge, which was then the western terminus of the Virginian Central railway (now the C. & O). The decline of the turnpike was completed by the ravages of war resulting in the destruction of the Gauley and Greenbrier bridges and leaving the road in a very inferior condition. The busy life along the route never returned. White Sulphur Springs was reopened in 1867, but even here there was a noticeable absence of much of the society which had once given life and gayety and grace to the resort. A few years later a new era of life along the route was introduced by the completion of the railway from Covington to Huntington.

3. THE STAUNTON AND PARKERSBURG TURNPIKE.

Across the territory of West Virginia north of the region drained by the Kanawha, the Staunton and Parkersburg turnpike upon which the state spent considerable money was a factor of no small importance in local development. The story of its inception and its construction may be indicated briefly. By an act of 1823 the Board of Public Works was directed to inquire into the expediency of directing the public engineer to survey and mark a road by the nearest and best route from Staunton to the mouth of the Little Kanawha. Following the prompt preliminary report of the board, in March 1824, the Assembly made small appropriations from the revenues of Pendleton, Pocahontas, Randolph, Lewis and Wood to be used in opening the road provided each of these counties would appropriate an amount equal to the sum provided by the state. An act of February 1826 authorized an increased state aid (\$3200) and directed the commissioners of each county to meet at the mouth of Rifles' Run in order to locate the remainder of the road via Beverly and Weston. At the same time, Wood county was allowed additional time to raise the amount which it was required to contribute by the act of 1824. In 1828, the principal engineer was directed to inspect the road from Weston to Parkersburg, and was given power to change the route or location. In 1830, commissioners were appointed by act of the Assembly with power to raise by a lottery \$50,000 to complete the road, and the county courts of Pendleton, Pocahontas, Randolph, Lewis and Wood were each required to appoint a superintendent to complete the work in their respective jurisdictions. To each of these counties the lottery money was to be distributed according to a stated proportion. In 1832 there was an additional appropriation, of which a given proportion was

to be provided for each county which would raise an equal amount. Some of the counties by act of 1836 were given additional time to meet the requirements. In 1837, Wood county which had failed to raise the amount required was again given additional time.

A step toward greater activity was taken by the act of 1838 which authorized the Board of Public Works to borrow \$150,000 with which to construct a turnpike from Staunton through Dry Branch Gap, with a width of not less than 15 feet in addition to side ditches. In the same year, the principal engineer made a report pointing out five different routes for the northwestern part of the road—one of which utilized twenty-three miles of the Northwestern turnpike from the Three Forks of Goose creek, and another of which proposed to unite it with the Northwestern turnpike which could be utilized for the fifty miles west of Middle Island creek.

The work of construction began at both ends. On the west end one of the chief difficulties was the backwater which increased the need for additional bridges, and also induced the engineer to select a route which did not immediately follow the Little Kanawha. Here, Wood county declined to give aid in preserving the road. At the east end work was delayed by labor conditions. There, the reduction of the price of labor was secured much later than in the west. The beginning of operations was delayed, especially by the continued demand for labor on the Valley turnpike and on the James river. Finally, with an anticipated reduction of wages to \$10.00 per month at each end of the road, operations on the east were begun, but in the middle of December (1838) they were stopped for the winter.

As the work of construction advanced, the Board of Public Works in 1841 were given all the powers and privileges concerning the tolls, etc., that had been conferred on the president and directors of the Northwestern turnpike by act of 1840. The shorter and better route through part of Randolph was changed by an act of 1842 which made Beverly a point on the road, on condition that the citizens of Randolph would pay \$4200 on construction and that owners of land would relinquish all claims for damages. An act of 1845 authorized a loan of \$30,000 to complete the road between Weston and Beverly, another of 1846 appropriated \$5000 for a bridge over the Valley river at Beverly, and another of 1847 appropriated \$15,000 for bridges across the Valley river at Huttonsville, across the West fork at Weston, across the south fork of Hughes river, and across Stone Coal creek and other creeks. An act of 1848 appropriated an additional \$10,000 for bridges and an act of 1849 authorized a loan of \$60,000 for macadam-

izing parts of the road. An additional appropriation was made in 1852 to repair and reconstruct bridges and embankments which had recently been injured and destroyed on the road; and \$100,000 was appropriated in 1853 for use in macadamizing, planking and bridging. According to the report of the Superintendent, John Brannon of Weston, the road at this date was in very bad condition resulting from winter and spring freshets, and the tolls were not adequate for repairs. The bridges on the north and south forks of the Hughes river required stronger masonry and higher location. An act of 1860 again provided for the repair of damage done by recent floods. An act of April 1, 1861, authorized the appointment of two superintendents with separate jurisdiction divided by Cheat mountain. By an ordinance of the Virginia convention of June 14, 1861, the Governor was authorized to build bridges and make other repairs on the road in Randolph for use for military purposes.

At the close of the war much of the road was in a very bad condition; but, along the larger part of the route, it has continued to be used for local travel. Tolls were collected in Randolph by order of the county court until about 1898.

4. THE OLD NORTHWESTERN TURNPIKE.

The old Northwestern turnpike, extending from Winchester, Virginia, on a general westward course to Parkersburg on the Ohio, is a historic highway which deserves more mention than it has ever received as a factor related to the American westward movement and to the problem of communication between East and West. It was the inevitable result of the call of the West and the need of a Virginia state road.

Perhaps its first suggestion was recorded by Washington, who in 1758 had been the champion of the Braddock road (not then supposed to lie in Pennsylvania) and who in 1784 sought a route located wholly in Virginia. Returning from a visit to his western lands, after following McCulloch's path (then the most important route across the rugged ridges between the valleys), he crossed the North Branch on the future route of the greater Virginia highway—which was first partially realized in the "state road" authorized from Winchester via Romney to Morgantown before 1786, and extended westward in 1786 by a branch road from near Cheat to Clarksburg, from which the first road was marked to the mouth of the Little Kanawha between 1788 and 1790.

The later turnpike was planned and constructed by Virginia partly

terest capitalists—efforts which failed largely through lack of sufficient encouragement from the people of the county. A suspension bridge across the river to Palatine was completed in April 1852. In 1853 a state stock bank was organized.

Rafting on the Monongahela to Pittsburg and lower points which began as early as 1840 continued until about 1890. A few years after the completion of the Baltimore and Ohio in 1852 much lumber cut by portable mills was shipped to Fairmont, Farmington and Mannington.

Westward from Fairmont the railway followed Buffalo creek and at the junction of Pyles creek furnished the stimulus for the creation of another town from a cluster of houses which as early as 1845 had been known at Koontown, in honor of Samuel Koon who built a tavern and a store there. In 1852 the place was renamed Mannington for James Manning, a civil engineer of the new railroad; and in 1856 it was incorporated by the assembly. From 1853 it had a tannery and a good trade in timber products and farm products.

Northwestward from Mannington, the route* continued up Pyles Fork, thence across the divide between Glover Gap and Burton to

The remaining steps necessary to secure statehood were promptly taken. On the fourth Thursday of April, the constitution was ratified by the people by a vote of 18,062 to 514. On May 13, the reorganized legislature of Virginia gave the state's consent to the formation of the new state; and on May 29, Senator Willey (representing Virginia) in a speech ably setting forth the causes and conditions which led to the request, presented to the United States senate West Virginia's petition for admission to the Union. On June 13, the committee on territories reported the bill for admission, drawn up largely by Carlile who had previously been an ardent newstate man, and providing that, before the state should be admitted, its boundaries should be extended to include the fifteen valley counties, a new convention should be held, and a new constitution framed with the provision that all children of slaves born after July 4, 1863 should be free. It was evident to those who understood conditions that such a bill, even if desirable, was unpracticable and could not succeed, and some even asserted that its intent was to block admission. After several debates (on June 26 and July 1, 7 and 14), the bill, amended to conform with the boundaries provided in the constitution and to provide

*The convention determined that the constitution should be silent on the question of slavery, and that at the time the constitution should be submitted to a vote of the people on its adoption, a kind of side vote should be taken for emancipation and against emancipation. When the vote was taken it was 6,052 for emancipation and 616 against, or ten to one in favor of a free state. The vote on the adoption of the constitution taken at the same time was 18,862 in favor to 514 against it.



2.



Counties represented
in
Second Wheeling Convention
June, 1861
(shaded)

(Add Alexandria and Fairfax)

4.

July, 1861
(shaded)



Counties represented in the
First Legislature of the
Restored Government
of Virginia,
July, 1861.
(shaded)

(Add Fairfax, Alexandria, Accomac and Northampton).

(Add Fairfax, A)

July 1861
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(Add Fairfax, Alexandria, Accomac and Northampton)

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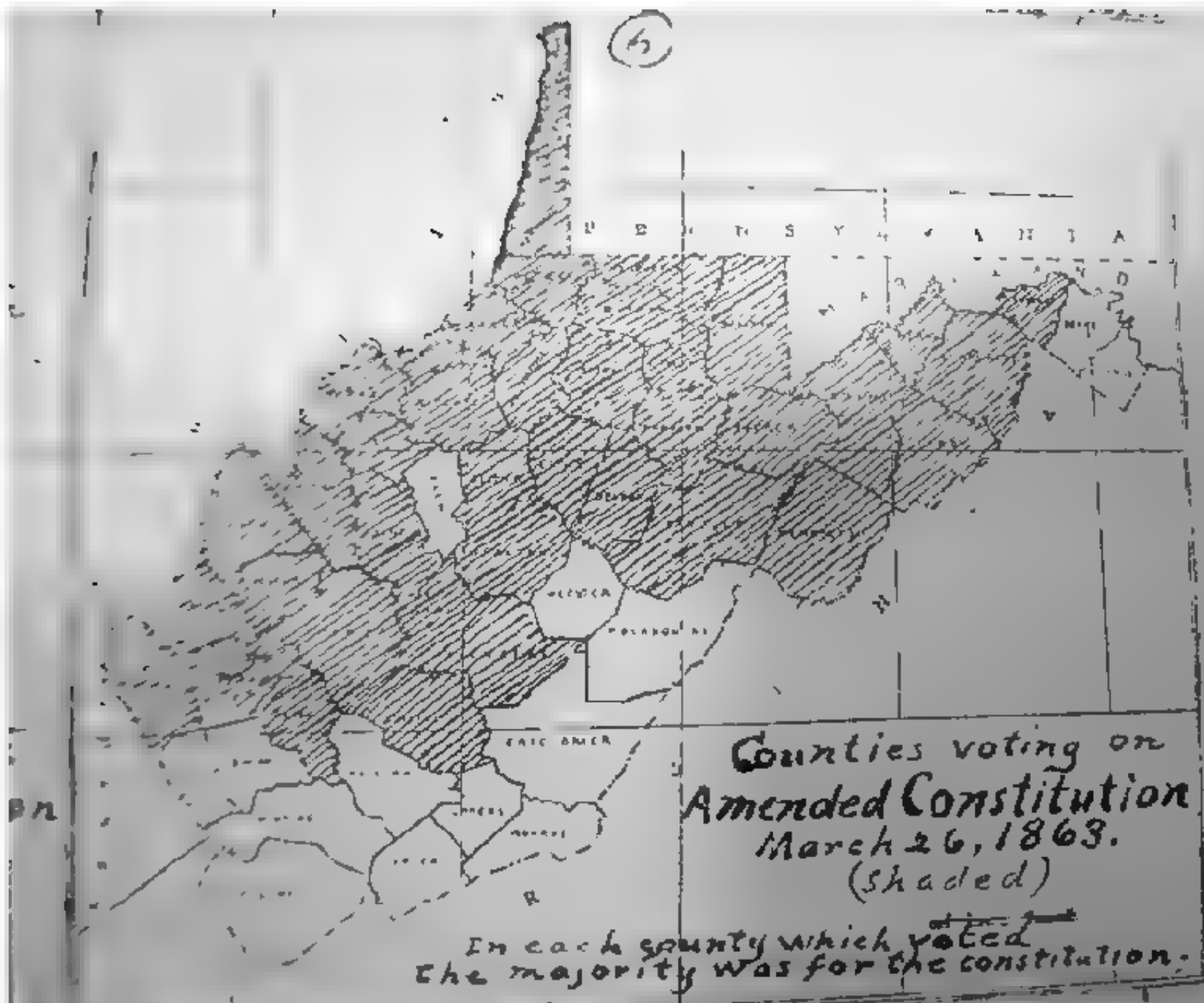
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Counties represented
in the
Constitutional Convention
of West Virginia
1861-1863
(shaded)

[In Feb. 1862, Brown & Co.]

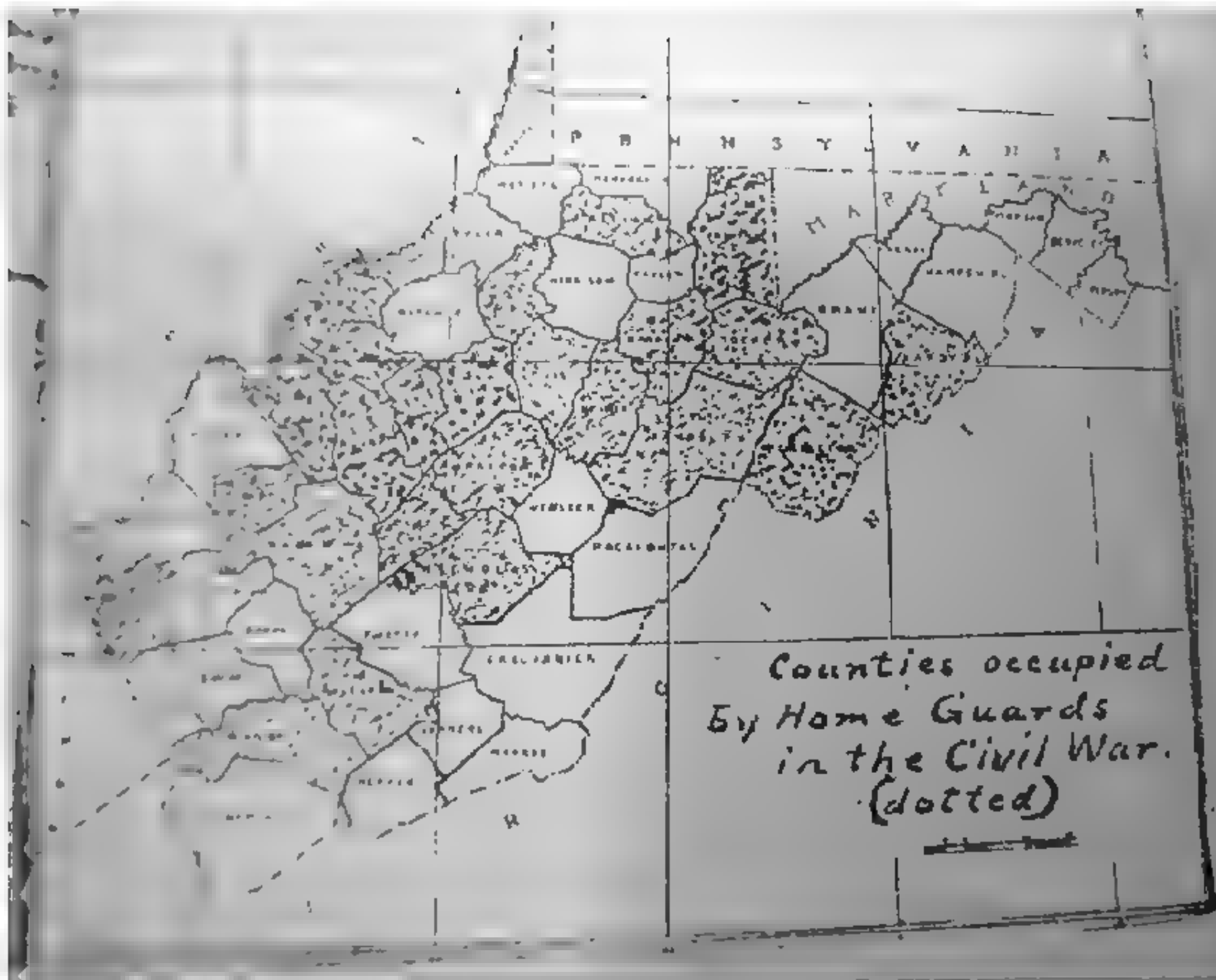
(6)



Counties voting on
Amended Constitution
March 26, 1863.
(shaded)

In each county which voted
the majority was for the constitution.

(8)



for gradual emancipation, passed the senate on July 14, 1862 - although it was opposed by Carlisle. On December 10, after a term of postponement, it passed the house (by a vote of 96 to 55) and on December 11 was signed by the President.* On February 12, 1863, the constitution received royal assent and made the necessary provision for a final constitution, and on March 26, the amended constitution was ratified by the people by a vote of 23,821 to 472. On April 20 the President issued his proclamation by which, on June 20, 1863, West Virginia became the thirty fifth state of the Union. The new state government promptly replaced the reorganized government of Virginia, which folded its tents, moved from the new state and located at Alexandria.

West Virginia entered upon her career as a separate state of the American Union at the most critical period in the war of secession - two weeks before the battles of Gettysburg and Vicksburg. After the President's proclamation of April 20, the new government was rapidly organized. Arthur I. Boreman for governor, and other state officers, nominated at a convention at Parkersburg early in May, were elected the latter part of the same month. Judges of the supreme court and county officials were elected at the same time. On June 30, the state officers began their duties. On the same day the first legislature (20 senators and 51 delegates) assembled and on August 4, it elected two United States senators - Waitman T. Willey and Peter G. Van Dine. After some formal objection were duly admitted. Soon thereafter each of the three newly formed congressional districts elected its representatives who were promptly admitted to the house of representatives.

* The constitution contained a condition requiring that the Wiley clause with the proviso that it should be inserted in the constitution by a vote of two-thirds of the people of the state should be inserted in the constitution of the United States. This condition was not fulfilled by the state of West Virginia. The effect of this was that the state of West Virginia was not admitted to the Union until after the date of said proclamation.

VIII. The Strategy of War

I. WEST VIRGINIA'S PART IN THE CIVIL WAR.

In the war of secession, to which West Virginia owes her existence as a state, the West Virginians in proportion to their number and wealth did as much as the people of any other state. That they were not friendly to secession was shown by their vote of ten to one against the Virginia ordinance of secession. That the determined character of this opposition to the action of Virginia was underestimated by the authorities at Richmond was shown by the persistent efforts of Virginia to secure control of her western counties and to collect forces therein for the Confederacy. Not until the failure of the Imboden raid was the true sentiment of West Virginia understood by the Confederates. To the Union army she furnished over 30,000 regular troops, exclusive of the 2,300 Home Guards consisting of 32 companies organized to defend 32 home counties from invasion. For the Confederate service she furnished between 7,000 and 8,000 men, nearly all of whom enlisted before the close of 1861. The importance of West Virginia's contribution to the war can not be estimated alone by the number of men which she furnished. The failure of the Confederates to hold the territory and to secure the Baltimore and Ohio railway gave the Union forces a great advantage in the transportation of troops between Ohio and the East.

2. CONTEST IN NORTHWESTERN VIRGINIA.

At the opening of the war the strategic Monongahela region of West Virginia became the theatre of contending armies in a series of introductory episodes which were larger in significance than in size of forces engaged or extent of territory covered. The geographic position of the Baltimore and Ohio railroad, crossing the region of the Monongahela drainage system and the eastern plateau, and connecting Washington with the Ohio, made it of inestimable value as an aid in the military operations of the United States government throughout the war and at the same time determined to a large extent the theatre of Confederate operations, especially at the inception of the war. The results of the campaign in which the battle of Philippi occupied a prominent place, determined the control of

northeastern Virginia and along the western division of the Baltimore and Ohio railway, was later largely to the control of the remainder of the Baltimore and Ohio route from the distance eastward to Baltimore, once passed the necessity for the formation of a new route west of the mountains and indeed the result of later important military events of the war.

The secessionists very early in the war saw the importance of establishing their lines along the border of Ohio and Pennsylvania, a point they hoped to make the battle ground at the same time that underestimated the strength of the opposition which the people of northern Virginia were able to intercept. To them, the fortunes of the Southern Confederacy. They especially desired to control the Baltimore and Ohio route, and in a generalship position of great strategic importance, and which they particularly hoped to prevent the concentration of Federal troops on Maryland and Virginia.

Therefore, on April 30, 1861, General Lee ordered Major Boykin, of Western, to call out volunteers and assume command at Grafton, and took steps to control the Ohio terminals of the main road at Wheeling and the branch road at Parkersburg. On May 1, he directed Colonel Porterfield, of Harpers Ferry, to call out additional volunteers to rendezvous at Grafton, to assume general command over Boykin and others in the vicinity, to distribute 200 muskets which at the request of Boykin had been sent to Colonel Jackson at Harper's Ferry, and to issue requisitions for additional arms. On May 11, he ordered 400 rifles and ammunition from Staunton to Major Goff at Beverly to be placed at the disposal of Colonel Porterfield for use in the vicinity of Grafton.

In the meantime Boykin had encountered great difficulty in assembling a force in the vicinity and had made a request for companies from other parts of the state—a request to which General Lee did not think it wise to comply.

On May 16 Colonel Porterfield reported from Grafton, stating that he encountered great diversity of opinion and much bitterness of feeling and that he was seriously disappointed to find that Major Goff at Beverly had received no rifles and had no information that any had been sent. Both at Pruitstown and at Philippi he found a company organized and awaiting arms; and he was assured of another company which was forming at Clarksburg but which was without either arms or uniforms. He reported that two companies were marching toward Grafton to aid him. That of Captain Boggess, of Western which

and the flat lock muskets, he had more to do with the ammunition than that of Captain Thompson of Farmont, who had better guns but little ammunition. Although urging the need of the best rifles he let see whether there would be much use of the baronet in the field and thought that the rifles which had been in the field at Harper's Ferry would do if fitted up.

Ordered to advance to Wheeling, Porterfield, before he had time to act and while disappointed with the failure of his appeals to secure adequate arms and ammunition, found it necessary to fold his tents and fall back toward Philippi before a superior force of troops from Wheeling—the vanguard of the army of McClellan—under Colonel Kelly was prevailed to leave Grafton without firing a shot. He had burned two bridges four miles east of Martintown, but failing in his plans to execute Governor Lettner's order to destroy the railroad at Cheat river, and to blow up the tunnel through Laurel Hill, he was unable to prevent the Baltimore and Ohio from falling into the control of the Federal forces, which thus obtained a great advantage in the operation of the war.

In the closing days of May General McClellan's 20,000 troops entered the Ohio at Parkersburg and Wheeling, and on June 1, about 4,000 of these under General Thomas A. Morris, of Indiana, reached Grafton. Early in the evening of the following day, 3,000 of these marched by two routes on Philippi, twenty miles southward where Porterfield had halted with his poorly equipped forces to resist the further advance of the Federals. Just before the dawn of June 3, the two columns converged upon the town, after a march over muddy roads, and fired the opening guns of the first inland battle of the war. The heavy storms which had impeded their march and tested the physical endurance of the young army, had caused the Confederate pickets to retreat from their posts without order to find shelter at Philippi.

The rapid race of the Federals to Philippi, succeeded by the brief battle in which not a single person was killed, was promptly followed by the precipitate retreat of the stampeded Confederates who abandoned their baggage in their narrow escape from capture on the Beverly road and left the Baltimore and Ohio free to transport armies for the preservation of the Union. On June 22, McClellan crossed from Ohio with his official staff, and on June 23 he established his headquarters at Grafton.

General Robert S. Garnett, who superseded Porterfield and recruited his army to over 6,000 by troops from eastern Virginia, con-

August, he attacked the army of General Cox near the mouth of Goucher but was defeated in the ensuing battle, and was pursued vigorously. A week later, his colleague General Floyd, who had recently established his army at Cross Lanes in Nicholas county, was attacked at Carnifex Ferry by Federal reinforcements advancing from Clarksburg under General Rosserans, and he withdrew at night into a mountain after burning the bridge behind him to prevent pursuit. In the following November, he was defeated by Rosecrans at Gauley Bridge in a final battle of a campaign which left the lower valley in the hands of the Federals. After the defeat of Wise and Floyd in detail, facilitated by their own continual lack of concert and cooperation, the Confederates were finally pushed over the Alleghenies in this region, and never again obtained a permanent foothold.

In Fayette county, the people were largely in favor of the Confederate cause. In May 1861, the county court at a special session appropriated \$5,000 for the purchase of equipment and uniform for soldiers of the Confederacy. In June it invited the peaceful resignation of any member of the court who might feel friendly to the North. The county furnished a company for the Union army, however. Federal forces which occupied Fayetteville, in the fall of 1861, remained until they were driven out, on September 10, 1862, by General Tamm's forward movement from the Narrows, and they returned, in May, 1863, to drive the Confederates out. During the war there was a general exodus of the citizens, and only four houses remained at the cessation of hostilities.

After 1861 the Confederates never made a serious attempt to re-enter or to hold the Trans-Allegheny region of West Virginia. Although as late as 1863, certain politicians and generals in the Confederate service still believed the majority of the West Virginians were in sympathy with secession they had no shadow of a basis for such a daring hope after the great raid of Imboden, which found few who were able to grasp the opportunity to enlist in the Confederate service.

3. CONFEDERATE THREATS AND FREQUENT RAIDS

Although in the campaign of McClellan southward from Granton the Confederates practically lost control of the entire region of northwestern Virginia, which so long as controlled the Baltimore and Ohio route, and although they found no subsequent opportunity to make a serious attempt to re-enter it, they made several raids which produced a feeling of uncertainty and in some cases panic, and severely tested the alertness of the

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In May, 1863, the Federal authorities adopted precautionary measures to lessen the dangers of any future Confederate invasion. General Averil was sent with a mobile force drawing its supplies from Clarksburg, to patrol the region south of the railroad to the Kanawha, and to cooperate with General Kelley commanding on the line of the railroad, and with General Scammon commanding on the Kanawha and the Gauley. He was instructed to guard the passes and approaches via Cheat River Mountain on his left and to be ready in an emergency to cross the mountains to aid in any movement in the direction of the Valley of Virginia. He was later assigned to the Kanawha valley.

4. CONTEST IN THE EASTERLY PANHANDLE.

In the eastern panhandle beginning in April 1861 by the swift seizure of Harper's Ferry whose strategic importance was largely determined by its railway connections westward and up the Shenandoah. Confederate operations occurred at irregular intervals until near the close of the war, and were usually along the route of the railway.

After the Confederates realized that West Virginia had forever slipped from their grasp and that the Baltimore and Ohio could no longer be utilized in the earlier plans to fortify the banks of the Ohio, they became openly hostile to the road and sought to lamage it so that it could not carry Union troops from the Ohio to the Potomac. Governor Letcher of Virginia said "The Baltimore and Ohio railroad has been a positive nuisance to this state from the opening of the war to the present time and, unless the management shall hereafter be in friendly hands, and the government proper where it exists be a part of the Confederacy it must be abated." In the fall under James H. Jackson and Jackson the officers had instructions to strike the Baltimore and Ohio wherever possible. Jackson at the time complained to President Garrett that the east wind rains disturbed the routine of his camp and requested a change of schedule. To this request President Garrett complied. During the war many Baltimore and Ohio engines were captured, and, in some cases the engines were transferred for use on the "scantily stocked Virginia roads of the Confederacy." The bridge at Harper's Ferry was twice destroyed, and

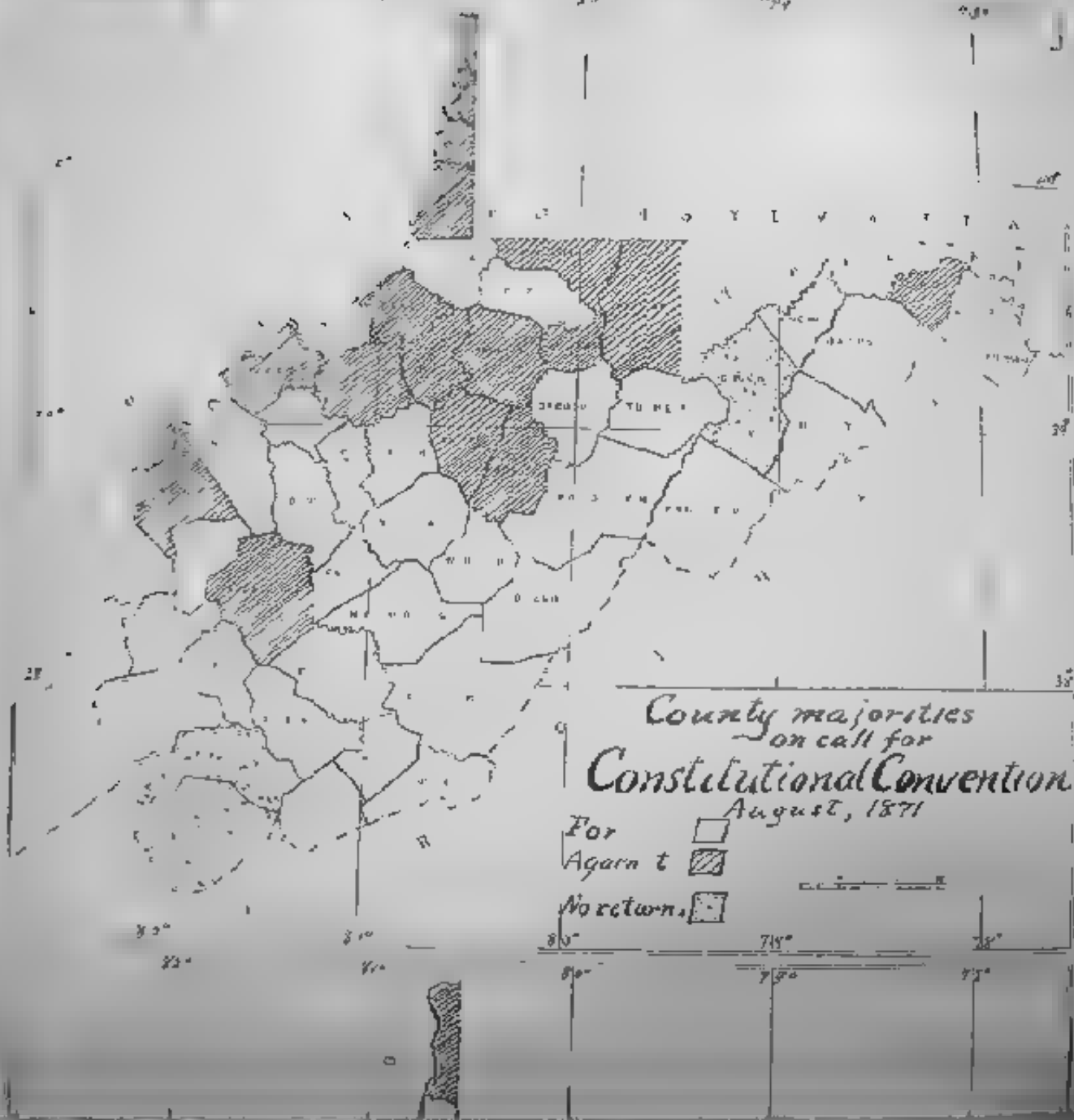
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Virginia VA

North Carolina NC

30°

74°

76°

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78°

80°

P E N N S Y L V A N I A

County majorities
on ratification of the
Constitution of 1872.

For.....□

Against ▣

The vote in Baltimore
No report from Ritchie

1367 in an estimate vote of over 80,000, made some wise
regarding the terms of members of each house of the

West Virginia at the beginning of her history inherited the confusion of land
which had resulted from the mistakes made by the mother state in the early
of her national existence when she had urgent need of revenue to support
her government. The earlier failure to secure either revenue or much desired
settlements in the west, by the statute of 1779 which placed public lands
on the market at a fixed charge of forty pounds for each one hundred acres, a
price which proved too high for the hunter-farmer of the frontier, induced the
legislature in December, 1792, with the expectation of increasing revenues from
land taxes to offer western lands for sale at the merely nominal price of two
pence per acre—an offer which in the next decade resulted in the acquisition of
about half the territory of western Virginia, principally in large grants often reach-
ing a million acres in a single tract, by speculators who neither became residents
of the land nor paid taxes thereon. Much confusion resulted from the methods
by which the grants were located. Without adequate returns from the lands to
enable her to supervise the location and survey of the lands sold, the state allowed
every buyer to establish his own boundaries (!); and later, when she reluctantly
and gradually entered upon the policy of forfeiting titles for non-payment of
taxes she first found many boundary disputes and subsequently discovered that
many tracts had never been entered upon the commissioners book for assessment.
She was forced by the stern fact that the settlement of western Virginia by those
who were willing to brave the dangers and bear the inconveniences of the frontier,
was retarded by the fear of the insecurity of ownership of soil upon which settlers
might erect their humble homes, the Virginia legislature in 1831, and in 1845,
passed two acts which provided for the forfeiture of titles returned delinquent
(and not redeemed) and for the protection of pioneer settlers, acts which were the
direct ancestors of sections three and six of article twelve of the West Virginia con-
stitution of 1872. The Virginia legislature, though it showed a growing tendency
to forfeit titles for non-payment of taxes and to favor pioneer settlers who paid
the taxes, hesitated to forfeit a title absolutely; and from time to time it passed
numerous acts granting former owners of forfeited lands additional time to redeem
them, and it never transferred a title to a claimant who had no claim of title
derived from the commonwealth.

West Virginia in her first constitution adopted the growing policy of the mother
state in regard to forfeitures, and again temporized with the delinquent tax payer.
But since a distinct advance by a provision which for the first time showed a dis-
position to favor the owner of a small tract whose delinquent taxes did not exceed
\$20. In a statute of 1869 her legislature provided for the proper entry of all land
and imposed forfeiture as a penalty for failure to enter land on the books for a
period of five years but allowed the owner to redeem it within a year. The
members of the constitution of 1872 treated in the constitution provisions which



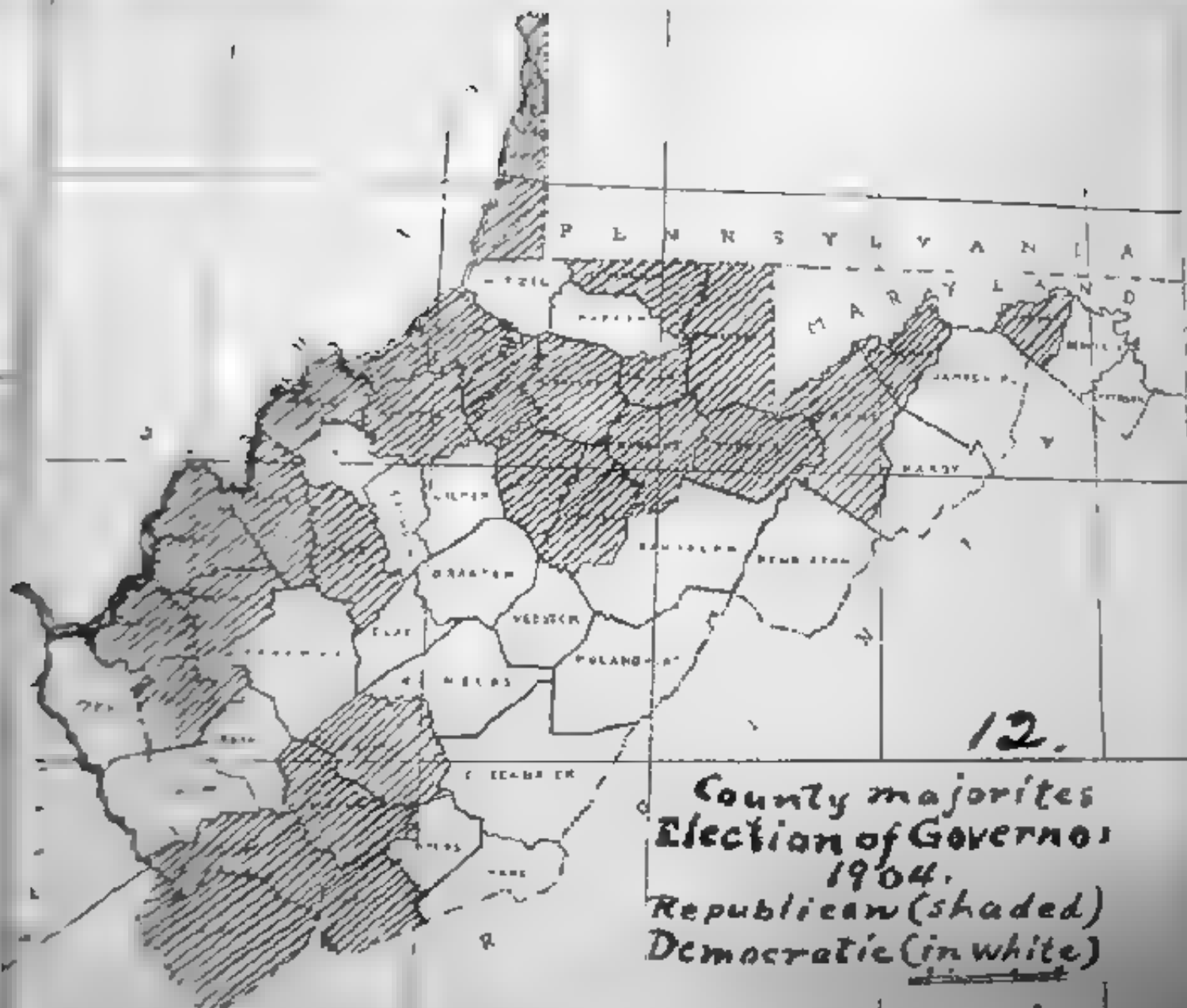
9.
 County majorities,
 Election of Governor
 1892.
 Republican (shaded)
 Democratic (in white)



10.
County majorities
Election of Governor
1896.
Republican (shaded)
Democratic (in white)



County majorities
Election of Governor
1900.
Republican (Shaded)
Democratic (in white)

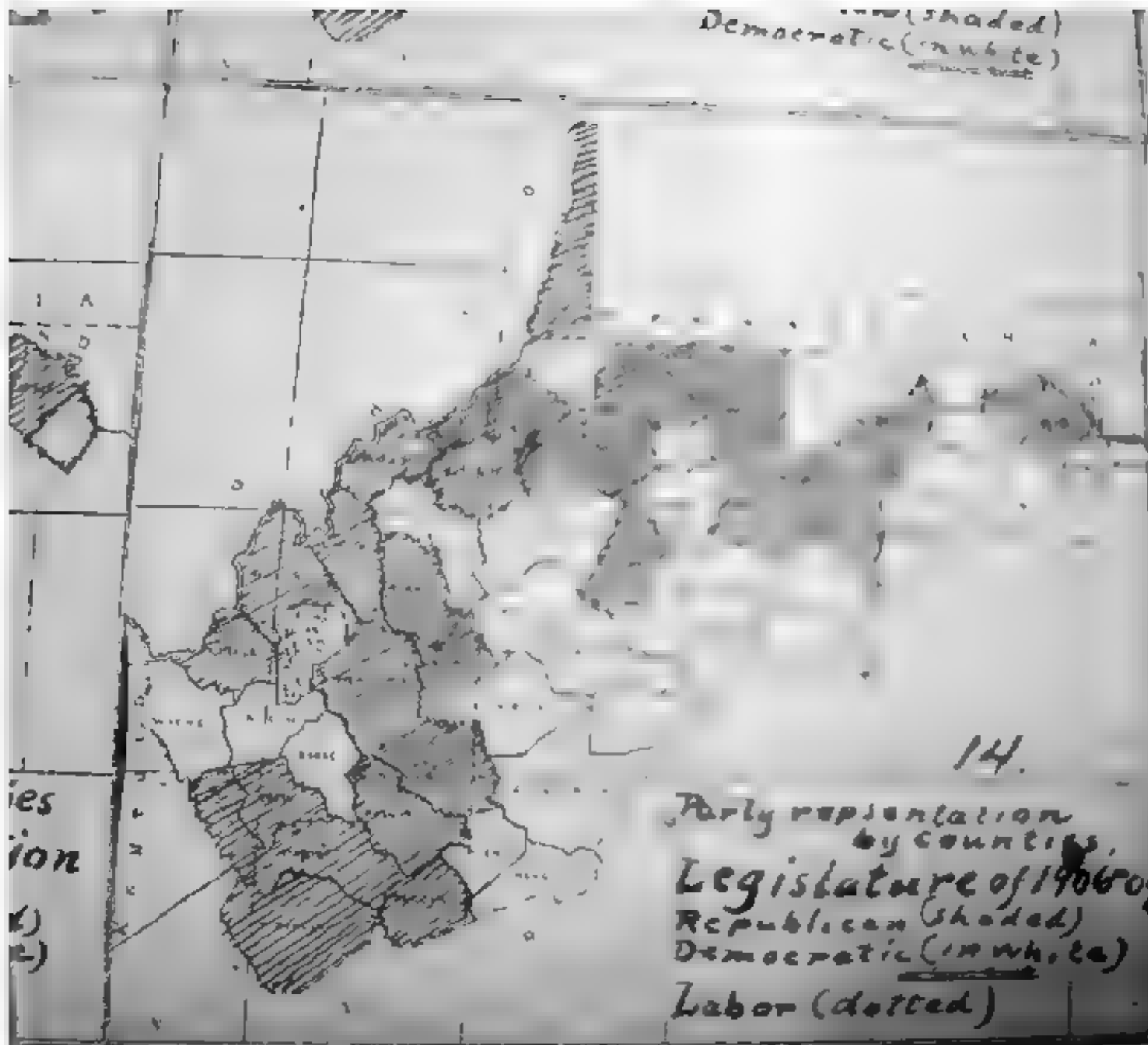


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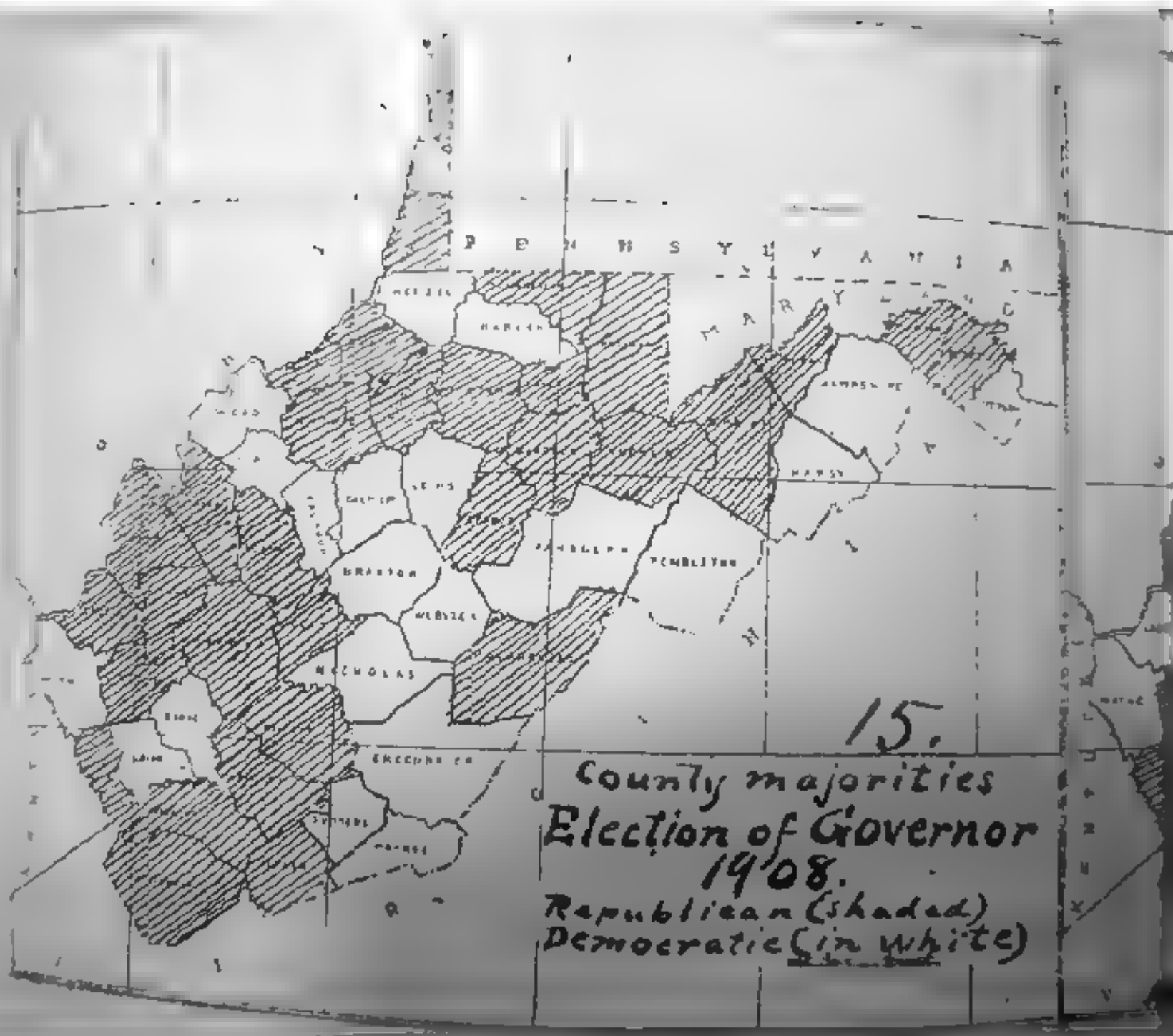
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Presidential Election
1904.
Republican (shaded)
Democratic (in white)

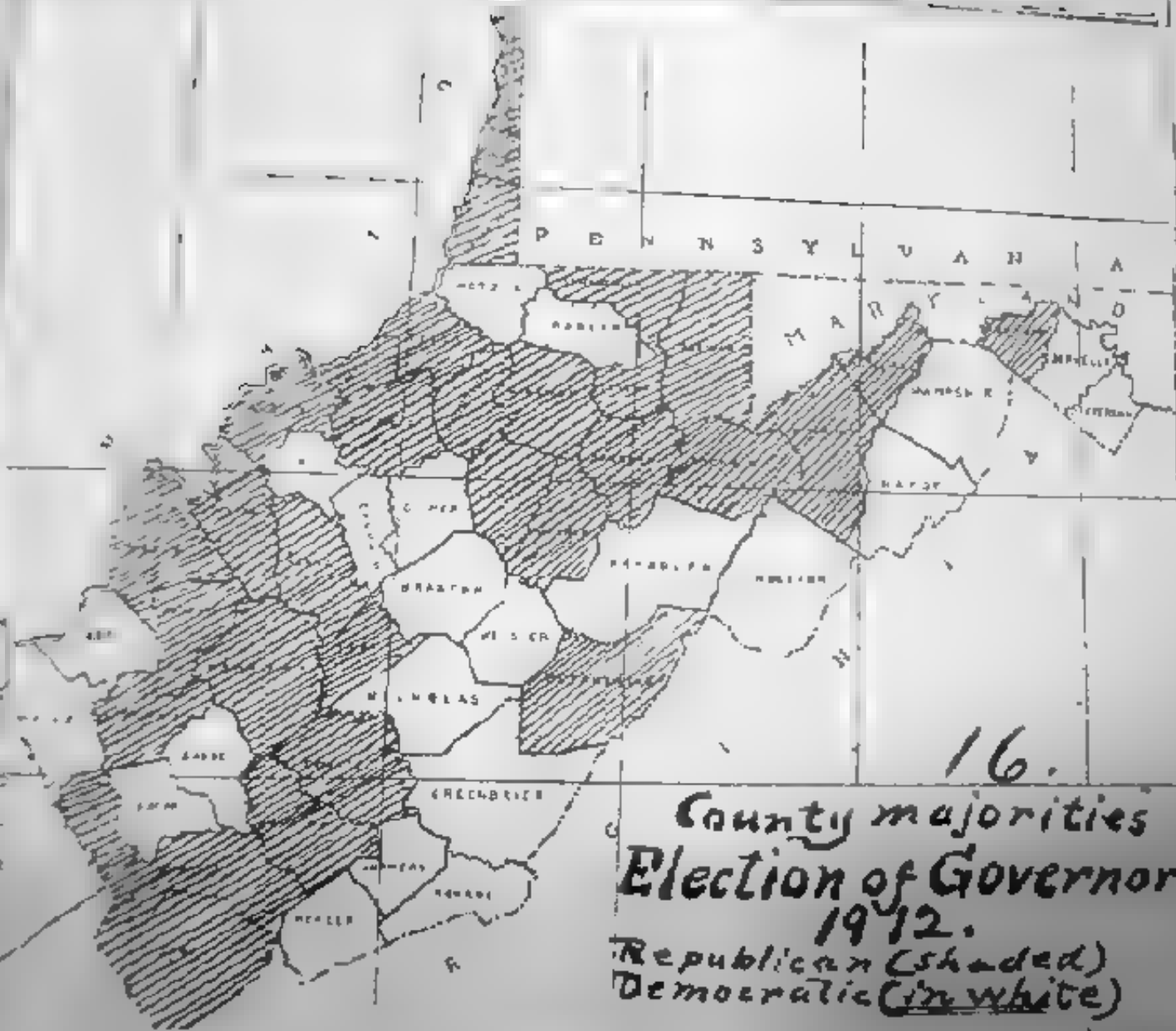
... (shaded)
 Democratic (white)
 ...



14.

Early representation
 by counties,
Legislature of 1906
 Republican (shaded)
 Democratic (white)
 Labor (dotted)





16.
 County majorities
 Election of Governor
 1912.
 Republican (shaded)
 Democratic (in white)

All for prohibition except Ohio, McDowell and Hardy



Republican (shaded)
Democratic (in white)



Wilson (in white)



Appendix B., Social Statistics

POPULATION OF WESTERN VIRGINIA BY COLOR AND CONDITION, 1860.

WHITE			FREE COLORED						SLAVE									
M	F	Total	Black			Mixed			Total Free Colored	Free Total	Black			Mixed			Total Slave	Grand Total
			M	F	Total	M	F	Total			M	F	Total	M	F	Total		
0,344	0,114	1,458	40	31	71	60	82	142	12,700	440	44	871	155	87	242	1,243	14,943	
5,200	5,200	10,400	80	104	184	44	48	92	10,875	845	79	924	245	81	326	1,550	12,425	
0,380	0,516	1,896	5	4	9	21	16	37	40	15,947	30	50	80	10	21	101	16,048	
10,800	11,100	21,900	20	32	52	30	25	55	25,322	10	42	52	10	31	100	2,442		
5,509	4,991	10,500	50	20	70	58	40	98	11,686	598	54	1,142	180	108	288	13,124		
6,073	6,105	12,178	8	9	17	6	12	18	10,908	16	10	26	10	10	20	2,728		
4,804	4,117	8,921	16	20	36	12	10	22	10,701	400	110	510	84	100	184	11,885		
2,410	2,383	4,793	0	4	4	2	3	5	14	1,807	10	7	17	1	2	3	1,810	
2,90	2,913	5,813	8	10	18	2	11	13	7,390	10	83	140	17	37	54	8,144		
7,084	8,401	15,485	41	44	85	4	40	44	1,000	100	100	1,000	21	100	121	2,121		
1,00	2 x	5,425	8	6	14	16	21	37	1,476	4	1	5	1	1	2	1,478		
5,024	5,07	10,091	5	22	27	2	10	12	1,870	10	10	20	10	10	20	1,890		
4,810	4,710	9,520	10	24	34	25	10	35	1,651	10	10	20	11	107	118	1,769		
5,001	5,003	10,004	138	167	305	98	68	166	10,570	1,200	10	1,210	110	282	140	14,980		
4,10	4,94	9,04	1	6	7	11	15	26	4,700	19	16	35	40	10	50	4,750		
1,011	3,700	4,711	7	12	19	1	3	4	7,715	14	12	26	40	18	58	8,073		
1,014	1,014	2,028	1	1	2	1	1	2	1,496	6	1	7	1	1	2	1,503		
1,014	1,014	2,028	5	6	11	14	8	22	1,709	10	8	18	10	5	15	1,724		
2,340	2,22	4,561	4	2	6	1	1	2	1,471	10	1	11	10	10	20	1,491		
0,781	0,413	1,194	4	4	8	24	17	41	1,240	20	10	30	10	5	15	1,255		
1,847	1,707	3,554	7	5	12	1	9	10	1,618	28	11	39	18	10	28	1,646		
1,887	90	1,977	8	2	10	6	4	10	1,406	110	10	120	18	10	28	1,526		
2,611	2,288	4,899	1	1	2	1	1	2	1,100	48	10	58	10	25	35	1,135		
1,217	4,003	5,220	0	0	0	1	1	2	1,825	16	24	40	1	4	5	1,830		
2,087	12	2,100	4	4	8	4	10	14	1,700	18	9	27	15	41	56	1,756		
6,641	6,220	12,861	6	10	16	15	16	31	11,908	15	11	26	23	10	33	12,041		
2,517	2,352	4,869	1	1	2	1	1	2	1,888	27	10	37	10	45	55	1,943		
1,815	1,113	2,928	1	1	2	1	1	2	1,457	15	129	144	31	51	82	1,539		

417 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
418 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
419 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
420 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
421 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
422 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
423 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
424 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
425 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
426 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
427 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
428 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
429 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
430 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
431 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
432 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
433 M	1,000	8,000	1,000	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84																

NATIVE AND FOREIGN POPULATION OF WEST VIRGINIA. 876.

876

SEMI-CENTENNIAL HISTORY OF WEST VIRGINIA

to nearest

city

NATIVE BORN

FOREIGN BORN

SUMMARY

Year	County	Born in Va. and W. Va.	Foreign value	Ohio	Maryland	Kentucky	New York	Total	Total	British Am.	English and Wales	Ireland	Scotland	Germany	France	Norway & Sweden	Switzerland	Holland	Austria	Italy	Native	Foreign	Total
1840	Barbour	11,401	140	13	233	4	2	11,680	11,680	0	0	0	0	0	0	0	0	0	0	0	7,505	76	7,581
1840	Berkeley	11,901	87	54	1,170	4	87	13,299	13,299	0	0	0	0	0	0	0	0	0	0	0	14,201	379	14,580
1840	Boone	11,111	1,370	61	1,778	8	16	14,354	14,354	0	0	0	0	0	0	0	0	0	0	0	13,437	92	13,529
1840	Brown	18,425	1,884	1,409	517	51	155	22,811	22,811	0	0	0	0	0	0	0	0	0	0	0	22,811	0,020	22,831
1840	Calhoun	1,445	43	24	35	34	12	1,588	1,588	0	0	0	0	0	0	0	0	0	0	0	11,177	230	11,407
1840	Clay	1,052	318	45	183	0	20	1,518	1,518	0	0	0	0	0	0	0	0	0	0	0	10,202	472	10,674
1840	Conrad	5,214	5	44	57	0	2	5,278	5,278	0	0	0	0	0	0	0	0	0	0	0	5,477	47	5,524
1840	Danville	5,202	98	43	7	7	7	5,364	5,364	0	0	0	0	0	0	0	0	0	0	0	5,420	157	5,577
1840	DeWitt	5,429	4	3	3	3	3	5,445	5,445	0	0	0	0	0	0	0	0	0	0	0	5,449	0	5,449
1840	Doddridge	1,445	211	96	52	40	91	2,385	2,385	0	0	0	0	0	0	0	0	0	0	0	21,022	947	21,969
1840	Douglas	1,444	112	505	85	16	16	2,118	2,118	0	0	0	0	0	0	0	0	0	0	0	5,084	398	5,482
1840	Franklin	13,527	1,222	82	33	163	237	15,189	15,189	0	0	0	0	0	0	0	0	0	0	0	17,773	287	18,060
1840	Gallatin	1,445	8	20	1	4	4	1,478	1,478	0	0	0	0	0	0	0	0	0	0	0	11,022	702	11,724
1840	Grant	1,445	479	32	100	27	2	2,085	2,085	0	0	0	0	0	0	0	0	0	0	0	12,058	261	12,319
1840	Harmon	12,487	170	385	1	75	77	13,115	13,115	0	0	0	0	0	0	0	0	0	0	0	16,025	951	16,976
1840	Harrison	5,194	67	344	14	41	41	5,701	5,701	0	0	0	0	0	0	0	0	0	0	0	0,260	180	2,440
1840	Jefferson	6,215	512	30	78	8	25	7,068	7,068	0	0	0	0	0	0	0	0	0	0	0	7,723	1,08	8,811
1840	Lincoln	1,442	8	40	38	4	25	1,557	1,557	0	0	0	0	0	0	0	0	0	0	0	9,950	523	10,473
1840	Logan	4,290	7	8	3	3	1	4,302	4,302	0	0	0	0	0	0	0	0	0	0	0	4,475	43	4,518
1840	Madison	1,444	798	67	67	7	21	2,947	2,947	0	0	0	0	0	0	0	0	0	0	0	13,878	717	14,595
1840	Marshall	727	81	5	1	1	28	843	843	0	0	0	0	0	0	0	0	0	0	0	4,269	197	4,466
1840	Meigs	4,011	3	1	1	1	1	4,018	4,018	0	0	0	0	0	0	0	0	0	0	0	4,035	94	4,129
1840	Mingo	4,280	2	12	24	1	1	4,320	4,320	0	0	0	0	0	0	0	0	0	0	0	5,117	7	5,124
1840	Monroe	8,451	341	848	1	47	5	9,343	9,343	0	0	0	0	0	0	0	0	0	0	0	0,77	123	10,100
1840	Morgan	6,450	10	45	5	17	4	6,531	6,531	0	0	0	0	0	0	0	0	0	0	0	6,311	52	6,363
1840	Myers	10,726	1,307	921	173	18	65	13,190	13,190	0	0	0	0	0	0	0	0	0	0	0	14,352	269	14,621
1840	Nichols	6,580	19	7	17	3	1	6,627	6,627	0	0	0	0	0	0	0	0	0	0	0	6,430	60	6,490
1840	Ohio	6,921	8	9	0	5	4	7,047	7,047	0	0	0	0	0	0	0	0	0	0	0	7,047	17	7,064
1840	Ortwin	11,04	470	53	154	0	2	11,717	11,717	0	0	0	0	0	0	0	0	0	0	0	11,57	90	11,667
1840	Wayne	6,881	47	125	0	648	5	7,661	7,661	0	0	0	0	0	0	0	0	0	0	0	7,424	28	7,452

1843 Barbour
1843 Berkeley
1843 Boone

7,004
7,004
7,004

07
087
273

05
209
77

04
140
132

4
20
8

7
20
30

10,201
8,747
8,583

51
308
484

3
6
4

27
27
25

31
212
287

11
24
13

13
1
124

1
1
1

2,10,231
8,747
8,884

21
305
484

10,312
9,052
9,367

APPENDIX B
SOCIAL STATISTICS[illegible]

SEMI-CENTENNIAL HISTORY OF WEST VIRGINIA

8 NATIVITY AND FOREIGN PARENTAGE

Counties	1870		1880		1890		1900		1910	
	Native born	Foreign born	Native born	Foreign born	One or both parents foreign	Father foreign	Mother foreign	Father and mother foreign	Father and mother foreign	
Texas	300,443	10,845	424,022	17,091	40,204	43,917	30,077	36,790		
Harris	13,462	451	7,508	75	250	229	173	146		
Maricopa	11,893	630	14,261	633	704	1,712	1,488	1,414		
Maricopa	1,888	100	1,455	92	432	381	221	170		
Maricopa	10,911	5,511	22,811	6,000	15,402	1,181	4,024	4,000		
Maricopa	1,200	491	11,178	230	898	600	479	433		
Maricopa	12,480	307	10,292	422	1,091	1,600	918	887		
Maricopa	9,718	120	7,477	41	120	1,000	80	51		
Maricopa	4,800	100	5,498	127	291	39	326	326		
Maricopa	8,450	5	6,449	6	29	0	16	9		
Maricopa	15,770	372	21,602	687	1,492	1,421	1,235	1,101		
Maricopa	5,044	450	5,906	208	1,044	950	855	801		
Maricopa	11,118	108	17,713	1,287	8,314	3,151	2,868	2,745		
Maricopa	10,070	87	11,022	102	3,17	294	219	191		
Maricopa	14,124	361	12,988	261	771	74	548	520		
Maricopa	7,074	1,100	12,725	653	2,188	2,124	1,920	1,866		
Maricopa	7,803	157	6,260	160	468	442	333	309		
Maricopa	1,118	210	1,100	100	070	321	920	191		
Maricopa	7,450	540	9,662	522	1,632	1,587	1,707	1,730		
Maricopa	4,551	70	4,415	43	10	94	06	54		
Maricopa	12,542	770	13,818	77	1,727	1,043	1,822	1,438		
Maricopa	7,847	87	4,208	107	320	311	220	205		
Maricopa	3,890	90	4,025	34	108	95	74	61		
Maricopa	4,925	13	5,117	7	10	9	13	8		
Maricopa	8,113	187	10,111	127	430	672	372	211		
Maricopa	5,908	29	8,815	32	317	105	84	74		
Maricopa	12,040	957	14,039	909	2,750	2,528	2,295	2,064		
Maricopa	4,925	07	4,430	50	120	123	89	85		
Maricopa	6,797	32	7,047	17	55	54	82	71		
Maricopa	12,414	308	11,517	190	544	525	418	396		
Maricopa	6,200	2	1,824	28	68	97	52	47		
Maricopa	8,457	10	10,231	81	211	220	203	175		
Maricopa	6,580	258	8,747	108	880	857	705	676		
Maricopa	7,070	391	8,883	484	1,178	1,128	983	933		
Maricopa	4,700	273	6,881	245	738	791	819	802		
Maricopa	3,714	45	4,379	25	80	78	48	46		
Maricopa	6,340	264	8,781	314	930	844	788	672		
Maricopa	4,607	41	4,502	51	150	150	92	80		
Maricopa	8,111	11	1,115	109	55	115	216	201		
Maricopa	3,707	91	4,713	71	220	195	146	122		
Maricopa	4,700	310	4,700	27	811	713	624	468		
Maricopa	3,707	10	3,707	18	48	46	30	30		
Maricopa	7,803	1	7,803	3	10	10	8	9		
Maricopa	7,803	87	2,803	4	151	141	111	102		
Maricopa	7,803	96	7,803	85	211	201	181	176		
Maricopa	7,803	10	7,803	1	1	1	10	10		
Maricopa	7,803	20	7,803	1	1	1	17	17		
Maricopa	7,803	84	7,803	1	30	30	40	40		
Maricopa	7,803	4	7,803	1	1	1	1	1		
Maricopa	7,803	1	7,803	1	1	1	10	10		
Maricopa	7,803	1	7,803	4	1	1	651	651		
Maricopa	7,803	1	7,803	4	1	1	178	178		
Maricopa	7,803	1	7,803	11	4	4	18	18		

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[illegible][illegible]

STATE OF WEST VIRGINIA FOR 1901. THE STATE TREASURER HAS PAID TO THE STATE ON each property was \$1,401,092.52.

As a matter of record the following list of steam railroads in West Virginia with the mileage and assessed value of each, is appended:

	Miles of main track in State	Assessed Value
1. Alexander & Eastern Railway Co.	14.50	\$ 25,000
2. B. & O. Creek & Gauley Railroad Co.	19.00	100,000
3. Benwood & Wheeling Connecting Railway Co. ...		80,000
4. Belington & Northern Railroad Co.	4.06	30,000
5. Baltimore & Ohio Railroad Co. System	1,071.61	77,650,000
6. Big Sandy & Cumberland Railroad ..	30	2,000
7. Beaver Creek Railroad Co.	0.25	15,000
8. Cranberry Railroad Co.	12.00	50,000
9. Cairo & Kanawha Railway Co.	15.91	60,000
10. Campbell's Creek Railroad Co.	13.33	135,000
11. Cumberland Valley & Martinsburg Railroad Co. ..	24.48	500,000
12. Cumberland & Pennsylvania Railroad Co. ...	21	18,000
13. Coal & Coke Railway Co.	198.75	4,900,000
14. Chesapeake & Ohio Railway Co. System	641.52	35,000,000
15. Dry Fork Railroad Co.	29.88	500,000
16. Erbdon & Simmersville Railroad Co.	8.00	20,000
17. Elk & Little Kanawha Railroad Co. ...	21.00	250,000
18. Gady & Alpena Railroad Co.	18.00	8,000
19. Guyan, Big Ugly & Coal River Railway Co.	10.00	40,000
20. Glenray & Richwood Railroad Co. ...	9.00	40,000
21. Hampshire & Southern Railroad Co. ...	38.60	425,000
22. Iron Mountain & Greenbrier Railroad Co.	26.59	50,000
23. Island Creek Railroad Co.	6.77	375,000
24. Kanawha & West Virginia Railroad Co.	37.38	550,000
25. Kanawha & Eastern Railroad Co.75	3,000
26. Kanawha Central Railroad Co.	4.70	30,000
27. Kellys Creek & Northwestern Railroad Co.	6.35	60,000
28. Kanawha, Glen Jean & Eastern Railroad Co.	14.20	300,000
29. Kanawha & Coal River Railroad Co.	12.00	50,000
30. Kellys Creek Improvement Co. ...	6.16	36,000
31. Kanawha & Michigan Railroad Co. ...	99.44	4,750,000
32. Larama Railroad Co.	14.00	55,000
33. Longdale Iron Co. (Mann's Creek R. R.) ...	9.00	10,050
34. Little Kanawha Railroad Co. ...	30.44	200,000

36.	Lewisburg & Ronceverte Railway Co	5 75	37,553
36.	Loop & Lookout Railroad Co	5.00	35,000
37.	Meadvale & Somerville Railroad Co	11 00	20,000
38.	Morgantown & Kingwood Railroad Co	48 74	1,000,000
39.	Marlinton & Camden Railroad Co	20 80	74,000
40.	Norfolk & Western Railway Co System	6 77	32,000,000
41.	Pickens & Hackers Valley Railroad Co	10 50	47,000
42.	Pickens & Addison Railway Co	12 00	45,000
43.	Panther Railroad Co	1 00	8,000
44.	Pittsburg, Wheeling & Kentucky Railroad Co	8 12	2,000,000
45.	Pittsburg, Cincinnati, Chicago & St. Louis Rwy Co	1 00	1,000,000
46.	Preston Railroad Co	14 00	20,000
47.	Pocahontas Railroad Co	1 00	20,000
48.	Piney River & Point Creek Railroad Co	8 00	1,000,000
49.	Randolph & Pocahontas Railroad Co	1 00	100,000
50.	Raleigh & Pocahontas Railroad Co	1 00	100,000
51.	Sewell Valley Railroad Co	21 00	1,25,000
52.	Stroud's Creek & Mudlicky Railroad Co	8 00	40,000
53.	Valley River Railroad Co	10 00	45,000
54.	Virginian Railway Co	1 00	5,000,000
55.	Wabash Pittsburg Terminal Railway Co	4 00	550,000
56.	West Virginia Midland Railroad Co	4 00	140,000
57.	West Virginia & Southern Railroad Co	1 00	40,000
58.	West Virginia Northern Railroad Co	10 27	110,000
59.	Winifrede Railroad Co	7 00	150,000
60.	Wheeling Terminal Railway Co	7 20	800,000
61.	Western Maryland Railway Co	127 66	10,000,000
62.	Walkerville & Ireland Railroad Co	9 25	15,000
63.	White Oak Railway Co	10 44	225,000
64.	Winding Gulf R. R. Co.		2,500
TOTAL		2 564 20	\$101,668,796

Another fact to be considered is that railroads are compelled to lay out such an enormous amount of money in building that it takes years to build.

Winding Gulf R. Co.	6.25	22,000,000
	10.42	16,000
		228,000
		2,500
TOTAL	3,556.98	\$181,666,795

Another fact to be considered is that railroads are compelled to lay out such an enormous amount of money in building, that it takes years to begin getting anything like a reasonable return on the money, as compared with any other business. It is not generally known but it is a fact nevertheless, that every railroad in West Virginia, fifty miles or more in length, with probably one exception, has been in the hands of receivers at sometime.

Whether or not such receivership was occasioned through the extravagant expenditure of the railroad's money, the state has been benefitted by this expenditure.

The first commodity that West Virginia had to offer to the country was its bituminous coal, and to make this of any value, railroads were built into the coal fields to get it to the market. The coal being of a desirable quality, the market demand was great. In the year 1912 there were 65,000,000 tons of coal shipped out of the state and at the average price of \$1.00 per ton at the mine, the state became \$65,000,000 richer.

Just what influence and effect railways have upon values is illustrated in the following table of comparison of property values of certain counties in West Virginia, all of which were without railways in 1880 since which time railways were built in two of them:

COUNTIES WITHOUT RAILWAYS	Property Values	Property Values	Total	Per
	1880	1912	Increase	Cent
Hardy	\$2,428,722	\$5,267,456	\$2,838,734	116
Pendleton				

It comes very near being criminal to spend money for the construction of highways and then not maintain them properly. How best to maintain the various types of roads comes largely as a result of experience, and experience is increased greatly by tenure in office. It is to be hoped that an efficient and competent man may be appointed chief road engineer of the recently created State Road Bureau, and that when once appointed he may be permitted to develop along with his work.

Highway conditions will not be permanently bettered until a majority of the tax payers of the state realize that there must be a well organized state highway department removed from all partisan political influences so that it may not be subjected to the whims and fancies of so-called statesmen. Better roads will come as soon as a majority of the people want them badly enough to have them. It is not nearly so much a question of securing money to have better roads, as it is in spending the money now being raised, wisely and economically.

We must not forget that improved roads will bring better schools and greater attendance, better health and quicker medical attention, better farms and more cultivated land, better crops and cheaper transportation, better economic conditions and more producers, better social conditions and less isolation, better church attendance and better citizens.

The desire for cheaper transportation facilities on the part of the great mass of our people will have much to do in the future toward securing improved highway conditions. Bad roads have a great deal to do with the high cost of living. Improved highway conditions will not only have a tendency to keep young men on the farms but will give those who are there, a greater profit on their various farm products, because of the cheaper transportation brought about by good roads.

Postal Development in West Virginia

By Arthur Boreman Smith.

Postal service, established in the colony of Virginia as early as 1692, was first extended to the trans-Allegheny territory of Western Virginia in 1784 by the creation of post offices at Morgantown and Wheeling.

The first later official reference to improved mail routes in what is now West Virginia occurs in a report on the "finest" route in the country, from New York to Cincinnati. Railroad service extended to Cumberland, Md., thence to Wheeling by four-horse coach daily, at a "running speed" of seven miles an hour. Troubles seemed to center at Wheeling. The Postmaster-General complained that "this important mail was always detained at the ferry of the Ohio River some ten or twelve hours," because "the proprietor of the ferry could not be induced to encounter the danger of crossing the mail stages in the night." He regrets that "the General Government, while expending much money in

constructing the Cumberland road east and west of the Ohio, omitted to construct a bridge over that stream."

There was a controversy, with Virginia on one side and the Federal Government on the other, as to the right of way through which it passed, reserving the right of way as a post road free from toll. Virginia reserved the right to alter the conditions of the cession at will, and it was agreed that the appraisals to have been made in 1800 and in 1810 were voided and provided for a new appraisal. The bill for such appraisal was passed by Congress and the contractor refused to pay. He then returned to Trindell's and continued his work. The postmaster reported the matter to the Department. There was much discussion, but the records fail to disclose how the matter was adjusted.

It may be interesting to note that the journey from New York to Wheeling in 1835 was 81 hours; in 1847 it was 18 hours and 15 minutes; and in 1912 it was 4 hours and 15 minutes.

The first Post-Office Directory of the State was published in the report of the Postmaster-General for the fiscal year ending in 1834. At that time there were 206 post-offices within the limits of the present State of West Virginia, of which 125 were in the following counties:

Berkeley, 7; Braxton, 1; Brooke, 1; Greenbrier, 10; Hancock, 1; Hardy, 6; Harrison, 14; Jefferson, 7; Kanawha, 13; Logan, 4; Marshall, 6; Mason, 5; Nicholas, 3; Ohio, 3; Pendleton, 7; Pocahontas, 5; Preston, 6; Randolph, 6; Tyler, 7; Wood, 13.

Hampshire headed the list with 16 offices, while Mercer had but one. Princeton, the county seat, Jefferson paid her postmasters \$1,584.96, and afforded \$3,818.49 revenue to the Department. Ohio county came next, paying postmasters \$2,162.49, leaving but \$2,589.30 "net proceeds." The salary of the postmaster at Wheeling was \$2,000.

The Postal Guide for 1912 reports 2,117 post-offices in the State, two thirds of which have money-order facilities. About 600 offices have been discontinued by rural delivery. Post-offices of the first class are Bluefield, Charleston, Clarksburg, Fairmont, Huntington, Parkersburg and Wheeling. Those of the second class are Buckhannon, Charles Town, Elkins, Grafton, Hinton, Keyser, Mannington, Martinsburg, Morgantown, Moundsville, New Martinsville, Piedmont, Richwood, Sistersville, Welch, Wellsburg, Weston and Williamson. There are 78 third-class offices, in all, 161 Presidential post-offices in the State. Postal development during the past fifteen years has been phenomenal. West Virginia has kept pace with her most progressive sisters and has distanced many of them in the race.

Transportation of the Mails

Stupendous difficulties were encountered during the early settlement of the State in carrying the mails to the widely scattered communities. The Postal Regulations require that all county seats shall have mail service. The hardy pioneers believed in law and order, and county government received prompt attention. It was incumbent upon the Post-Office Department to find the county seat and place it in com-

munication with the General Government, which accounts for the letters "C. H." after the names of many offices. A future city had been born but not named.

Roads were few and rough, great mountains and vast forests intervened, numerous rapids and straits must be crossed, and the trier, carrier at risk of life and limb, made his way "with safety, certainty and celerity" undaunted by the perils that beset him. A glance at an outline of a few of the routes as advertised in 1850 will give an idea of the distances and difficulties encountered, yet the routes at that time were not comparable to those of forty to fifty years earlier. Some roads had been constructed, the Baltimore & Ohio Railroad skirted the northern border, and villages, with accommodations for man and beast had come into existence. Following are a few of the routes:

From	To	Miles	Times a Week
Wheeling	Washington, Md.	40	2
Wheeling	Parkersburg	34	3
Roanoke	Parkersburg	69	2
Blountstown	Wheeling	67	1
Chickasaw	Chickasaw, Ia.	66	6
Chickasaw	Parkersburg	80	3
Chickasaw	Frederick	57	1
Frederick	Middlebury	40	1
Wheeling	Parkersburg	34	3 by steamboat when possible
Parkersburg	Derby	34	1
Winton	Princeton, C. H.	48	1
Staunton	Lewisburg	10	5
Staunton	Beverly	60	5
Lewisburg	Kanawha C. H.	104	3
Lewisburg	Intersecting	50	1
Lewisburg	Intersecting	60	1
Kanawha C. H.	Intersecting	48	1
Kanawha C. H.	Intersecting	50	3
Kanawha C. H.	Intersecting	70	1
Kanawha C. H.	Logan C. H.	60	1

There were numerous other routes equally difficult, but those given afford a fair idea of distances traveled and the character of the service 53 years ago. The records do not disclose the cost of the service, but that it was upon the lowest cash basis is a safe assumption and then there were stiff fines for failures.

There are now 312 star, special-office, mail-messenger, railroad, steamboat and electric-car routes in the State, length, 8,288.57 miles; distance traveled per annum, 7,045,665.88 miles; annual rate of expenditure, \$517,703.23. Every portion of the State is covered with service so complete that the most remote section is in constant communication with the whole world. With but few exceptions, service ranges from six-times-a-week in country districts to several times a day on railroad lines.

City Delivery

Fifteen years ago but four cities, Charleston, Huntington, Parkersburg and Wheeling had city delivery. Service is now extended to Bluefield, Beckhamton, Charles town, Innesburg, Elkins, Fairmont, Grafton, Harlow, Keyser, Marlinton, Martinsburg, Morgantown, Mountaineer, St. Albans, Wellsburg and Winton—20 cities. There are several other cities in which service will be possible within a short time, among which are Alderson, Cameros, Lewisburg, Marlinton, Montgomery, Pied-

most Postal Pleasas: Princeton, Richwood, Hancock, Salem, Spencer and Sutton.

In order to show the relative standing of West Virginia as to city delivery among other states, the following are named: Alabama has free delivery in 17 cities, Florida 17, Kentucky 19, Louisiana 14, Maine 25, Nebraska 18, Oregon 17, Tennessee 17, Virginia 20. It is evident that West Virginia is abreast of the times in this particular branch of the service.

Government Buildings.

Wheeling was the first city in the State to be granted a building in which to house her post-office. That building, however, was known as the "Custom House." The post-office was merely incidental. The original building has passed away and has been replaced by a splendid, commodious structure. Charleston, Clarksburg, Parkersburg and Martinsburg have since then. Charleston like Wheeling has out-grown the original structure and a magnificent new building is now being completed. Government buildings have also been erected in Bluefield and Huntington. The Parkersburg and Huntington buildings have become so crowded as to necessitate extensions or else new buildings.

Buildings are in course of construction or ordered by Congress in Buckhannon, Elkins, Fairmont, Grafton, Hinton, Keyser, Mannington, Morgantown, Moundsville, Sistersville, Wellsburg and Weston. But few states are making greater progress in this respect than West Virginia. Considering area, even Oklahoma and Texas, the two states developing most rapidly, have scarcely excelled.

Registered Mail.

It is a safe assertion that but few persons have an idea of the immense amount of registered mail matter handled by the post-offices of the State. The latest available report is that of the fiscal year ending June 30, 1911, which shows 456,441 domestic letters and 41,934 parcels; 34,990 foreign letters and 3,109 parcels, and 40,993 official free letters and parcels, a total of 607,560 registered letters and parcels originated during that year. The fees amounted to \$56,456.70. In this respect West Virginia ranks with Indiana, Iowa, Virginia and Wisconsin.

Rural Free Delivery.

To West Virginia belongs the honor of being the State selected for the first experiment in rural free delivery. The first rural service in the United States was installed at Charles Town, Jefferson County, October 4, 1896. Hon. William L. Wilson was Postmaster-General, the only West Virginian to hold that position. A. W. Macken, the Superintendent of Free Delivery, was intrusted with the task of installing the service. The matter had been passed over for two years by Mr. Wilson's predecessor and it can truthfully be said that he was not favorably inclined toward the cost. Supt. Macken detailed his chief clerk and instructed him to proceed to Jefferson county and arrange the service as a condition

placement to Mr. Wilson. The recommendation was for three routes at Charles Town, one at Hallsown and one at Uvilla. Carrier Johnson Route No. 1, Charles Town is still in the service and is Carrier No. 1, United States of America. Salaries of carriers were fixed at \$200 the year. Service was crude but highly appreciated by the people.

It is rather singular but a fact, that West Virginians did not really appreciate the advantages of the service. The five routes in operation June 20, 1897 increased to six the next year, to 14 in 1899, 27 in 1900, 37 in 1901, 52 in 1902, 70 in 1903, 136 in 1904, 163 in 1905, 221 in 1906, 270 in 1907, 312 in 1908, 348 in 1909, 364 in 1910, 467 in 1911, 570 in 1912 and 375 January 31, 1913.

There have been 568 petitions for service of which 45 are now pending. But three routes have been discontinued, of which two were merged in other routes. It would thus appear that 103 applications have been refused by the Department. The refusal by the Department to install service was due in most instances to opposition by local postmasters and star-route contractors. It is also a fact that representatives in Congress have been lax in many instances, fearing to incur the displeasure of parties who protested against changes in the existing service.

Rural delivery emanates from 200 post-offices, located in 16 counties. There have been remarkably few changes in the service. Occasional extensions and revisions due to opening of new roads comprise the bulk of the changes. There should be at least 1,000 routes in the State and would be were proper efforts made. An inspector can only report facts. His recommendation even if adverse, is not final. Establishment depends wholly upon the wishes of the senators and representatives.

Complete county service is in operation in but two counties, Marion and Wood. There are many other counties in which complete service is possible, namely all of those bordering on the Ohio River, all west of the Allegheny Mountains and north of the Great Kanawha, and several in the eastern section.

It may be interesting to note that on Christmas Day, 1908, 67,313 pieces of mail were handled by the 364 carriers then in service, an average of nearly 200 pieces per route. During March, April and May, 1909, the amount of mail handled was

	Delivered	Collected
Registered letters and packages		
Letters	4,540	5,908
Postal cards	941,207	811,867
Newspapers	579,037	407,339
Circulars and packages	1,787,225	3,821
	510,886	17,615
TOTAL	3,823,798	7,046,748
Applications for money orders		14,918
Value of stamps on mail collected by carriers		\$17,203.16
Value of stamps sold by mail carriers		\$17,241.12

Following is the result of a count of mail handled during May 1911, and

There is no accurate data available as to operation of the parcels post which went into effect January 1, 1913.

NOTE: It is a source of regret that it is almost impossible to glean from the records of the Post Office Department a comprehensive and continuous account of postal development. Practically all of the records were destroyed by fire in 1898. A few records have been stored and are accessible to a large degree. Officials of the department were most courteous and gave a possible assistance. Printed documents are scarce but are more than satisfactory are used. It is a source of regret that there is no history of the department. The time at my disposal for receiving the request to write a chapter on Postal Development in West Virginia was somewhat limited, which is my only excuse for not making it more elaborate.

A. B. S.

Development of Telephone Service

By the Editor.

The first step toward a telephone system in West Virginia was the establishment of a telephone central office in Pittsburg on January 1, 1879, by the Central District and Printing Telegraph Company. The first telephone exchange in the state was established at Wheeling by the Central District company on May 15, 1880. An office was established at Parkersburg in 1882. Later, offices were established at Mountaineer, Wellsburg and New Cumberland, and, gradually, at all the most important points in the state.

For several years each exchange was isolated. No connection was afforded from one office to another. The telephone horizon was but little broader than the horizon of vision. In a short time, however, just as demands had been made for a switch-board the necessity for communication between various cities and towns arose. As a result, toll lines were built connecting various cities and gradually forming a net work of wires by means of which it is now possible to communicate with anyone within a radius of two thousand miles.

The first toll line in West Virginia was constructed in 1883 and connected Wheeling with Pittsburg. It practically followed the course of the Ohio and, unfortunately, when the next year the record flood came much of it was washed away and had to be rebuilt. This line was only the beginning in West Virginia. Wheeling was soon connected with Steubenville, Ohio, and Parkersburg. Morgantown was given a northern outlet through Uniontown Pennsylvania. Clarksburg and Parkersburg, and Labrum and Clarksburg, and Fairbairn and Morgantown were all connected, and by the year 1890 the state was a system of "highways for talk."

In the territory of the Central District Telephone Co. toll lines connecting the exchanges mentioned below were built at the dates given:

1885	Wheeling W. Va.	Mountaineer W. Va.
1887	Morgantown W. Va.	Uniontown Pa.
1888	Wheeling W. Va.	Parkersburg W. Va.
1889	Steubenville W. Va.	Uniontown W. Va.
1890	Clarksburg W. Va.	Fairbairn W. Va.
1891	Labrum W. Va.	Clarksburg W. Va.
1892	Clarksburg W. Va.	Uniontown W. Va.
1893	Steubenville W. Va.	Uniontown W. Va.
1894	Wheeling W. Va.	Uniontown W. Va.
1895	Wheeling W. Va.	Uniontown W. Va.

There is no accurate data available as to operation of the Parcel post which went into effect January 1, 1913.

I am a great regret that it is almost impossible to glean from the records of the Post Office Department a comprehensive and complete history of the Parcel post. The records were destroyed by fire in 1918. Such a complete history of the Parcel post is impossible to a large degree. The records of the Department were destroyed and gave no positive assistance. I am a great regret that there is no history of the Department. The time at my disposal is too short to write a chapter on Postal Development in West Virginia, was somewhat limited, which is my only excuse for not making it more elaborate.

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In the territory of the Central District Telephone Co. toll lines connecting the exchanges mentioned below were built at the dates given.

1883	Wheeling W. Va.	Steubenville, O.
1884	Morgantown W. Va.	Fairmont W. Va.
1885	Clarksburg W. Va.	Parkersburg W. Va.
1886	Uniontown Pa.	Uniontown Pa.
1887	Clarksburg W. Va.	Clarksburg W. Va.
1888	Clarksburg W. Va.	Clarksburg W. Va.
1889	Clarksburg W. Va.	Clarksburg W. Va.
1890	Clarksburg W. Va.	Clarksburg W. Va.
1891	Clarksburg W. Va.	Clarksburg W. Va.
1892	Clarksburg W. Va.	Clarksburg W. Va.
1893	Clarksburg W. Va.	Clarksburg W. Va.
1894	Clarksburg W. Va.	Clarksburg W. Va.
1895	Clarksburg W. Va.	Clarksburg W. Va.
1896	Clarksburg W. Va.	Clarksburg W. Va.
1897	Clarksburg W. Va.	Clarksburg W. Va.
1898	Clarksburg W. Va.	Clarksburg W. Va.
1899	Clarksburg W. Va.	Clarksburg W. Va.
1900	Clarksburg W. Va.	Clarksburg W. Va.

1. The first part of the document is a title page. It contains the title of the document, the author's name, and the date of the document. The title is "The First Part of the Document". The author's name is "John Doe". The date is "1/1/2020".

On the 10th of March 1944, the following was received from the Ministry of the Interior, Berlin:

[illegible]

Company during a period from 1933 to 1934. The company was organized at that time and was known as the "Central Pacific Telephone and Telegraph Company". The company was organized at that time and was known as the "Central Pacific Telephone and Telegraph Company". The company was organized at that time and was known as the "Central Pacific Telephone and Telegraph Company".

During the past few years the Post Office has been making a

[illegible]

The state of Washington and the city of Seattle are the only states and cities in the United States that have a law that prohibits the use of a firearm in a public place. This law is known as the "Public Carry Law" and it was enacted in 1993. The law states that it is illegal to carry a firearm in a public place, such as a park, a shopping center, or a public building, unless the person has a valid permit to do so. The law also states that it is illegal to carry a firearm in a vehicle, unless the person has a valid permit to do so. The law is designed to protect the public from the dangers of firearms and to ensure that firearms are only carried by responsible individuals who have been properly trained and licensed to do so.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1863. It is a very important document, as it is the first time that the President has addressed the Congress since the beginning of the Civil War. The letter discusses the state of the Union and the progress of the war.

of the Roll of Associated Companies
the Independent Companies

The American ...
of the ...
the time until the latter part of ...

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

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1904 and completed in the early part of 1905. The Logan Exchange was completed during the latter part of 1905. The Spencer-Weston Toll Line was completed in 1903. The Huntington, W. Va.-Keville Ky. Toll Line was completed in 1906. The Charleston-Madison Toll Line was completed in 1908, the Madison exchange being opened in the early part of 1910.

The Southern Bell company purchased the Huntington Mutual Telephone company's property in January, 1910, and during that year the properties at Huntington were consolidated which included toll lines from Huntington to Hurricane. In December the same year the Southern Bell company purchased the property of the Charleston Home Telephone company which included the Charleston, East Bank, Montgomery and Clendenin opposition exchanges, and also toll lines connecting same and extending to Hurricane and Buffalo, W. Va. These properties were consolidated with the Bell Plants during the summer of 1911. In 1912 the Southern Bell company transferred its West Virginia property to The Chesapeake & Potomac Telephone company, and in October, 1912, The C. & P. company purchased the property of the Point Pleasant Telephone company, and this property was consolidated with the Bell property May 1, 1913.

In the period from 1901 to 1910, a number of small exchanges were opened at various points on the toll lines indicated above. In January, 1901 there were only two Bell exchanges in the southern part of the state (Huntington and Charleston) while there are now twenty-four. On January 1, 1901 the Huntington exchange had about 920 stations and the Charleston exchange about 715, with no connecting stations. There are now 10,537 stations in the twenty-four exchanges, with 14,310 service and connecting stations, making a total of 24,847 stations.

At Charleston and Huntington, the plants owned by the company have been rebuilt and a large amount of underground work done. A new central office equipment was installed in 1906 and 1907.

As indicated, the southern section of West Virginia was rather exclusively developed by independent companies before the Bell company started to develop there, but the Bell either by purchase or connecting agreements has utilized their lines. There are now only seven exchanges in which there is duplicate service: Beckley, Ravenswood, Ripley, Spencer, Sutton, Weston, and Buckhannon. This does not include the territory covered by the West Virginia Eastern Telephone company, a subleased company which operates in Randolph, Barbour and Tucker counties which has opposition service over its entire territory and in its three exchanges.

The interesting fact in connection with the telephone situation in this territory is, that each of the following towns have three telephone exchanges: Ripley, Spencer, Ravenswood and Weston. This section of West Virginia is also the only one in the country where a third toll line is in use and is utilized by the farmers.

The eastern peninsula is operated by the Chesapeake and Potomac Telephone company (Bell system). Keyser and Piedmont, which had exchanges previously operating independently were connected with the

bell system through a traffic agreement in May, 1901, after which they had the benefits of communication with the outside world. An exchange was established at Harpers Ferry on October 1, 1905 and at Charlestown and Shepherdstown in 1906.

The first "long distance" telephone line to traverse West Virginia was the New York St. Louis line, built in 1894. In the state of West Virginia it followed the course of the National Pike. In 1905 a line was constructed from Cumberland, Maryland to Parkersburg, following closely the Baltimore and Ohio railroad. In the same year a line was built from Pittsburg to Grafton. In 1902, the Lynchburg, Virginia-Cincinnati Ohio line was constructed, passing through Charleston and Huntington, West Virginia.

It has been only recently that the telephone has been recognized as a necessity. Until the last few years it was regarded as a luxury and the subscribers list of the telephone companies included only the wealthier people. But it has become an indispensable adjunct to daily life in both office and home.

Telephone development has by no means reached its zenith in West Virginia. The subscribers lists are constantly growing and the telephone managers by the installation of reserve plants in the larger cities are preparing for enormous growth in the coming years.

Commercial Organizations in West Virginia

By Roy Benton Naylor, Secretary West Virginia Board of Trade.

Commercial organizations have played a large part in the development of West Virginia and the State is well equipped with active and energetic Associations working for the progress and prosperity of different interests and the commonwealth as a whole along the most modern and approved lines. They constitute one of our best assets. They have united various lines of commerce and industry in the State at large and the forces of various communities in compact bodies for the achievement of aims and objects common to all. They have brought together the interests of various sections and have been a potent factor in promoting the sentiment of solidarity and mutual destiny which has proven valuable in the solution of many problems. They have promoted local civic pride and state patriotism which are essential to progress and have stimulated citizens to the unselfish performance of tasks of far-reaching importance to the public good.

The only state organization whose object is the general advancement of the state and whose membership includes business men in all lines of endeavor is the West Virginia Board of Trade which was formed in 1902. At that time it had a membership of 100 and has since that time received the support of many of our leading business and industrial interests. Its past presidents including

active in the association; Hon John J Cornwell, the organizer and president of the South Branch Board, and Mr. W. B. Irvine, a leading banker of the State, at the head of the Wheeling organization

While some main facts have been given about the larger organizations, it is but just to say that many in the smaller towns such as those in Moundsville, Mannington, Williamson, Hinton, Elkins and Weston are well organized and have done some splendid work

Many of the larger organizations, like the Wholesale Grocers' Association and Huntington Chamber of Commerce have been in existence for many years, but the great majority of them have been formed within the last decade and it is safe to say that the number and membership of the various associations have doubled within ten years. Business men have come to see that in union there is strength and that the most satisfactory results can be accomplished by working as a unit on those questions which affect the interests of all.

Prior to 1900, the advantage and usefulness of commercial organizations was not fully realized, except here and there, but the awakening has come all along the line and with the success which has attended our organizations, it is not too much to predict a doubling of our resources in this regard in this decade

Wheeling, West Virginia,

April 7th 1913

The Story of the Forest and Timber Industries

By A. B. Brooks, Agent Plant Industry, U. S. Dept. of Agriculture.

There was a time not many years ago when nearly the whole land area of what is now West Virginia was overspread with a forest of large trees. On the cold mountain ridges and plateaus, in the deep river gorges, and along the banks of the cool mountain streams were the cone-bearing trees,—the hemlock, the pines the balsam fir, and the red spruce. With these, and covering thousands of acres of cove and hill and river bottom, were the giant oaks and hickories and maples, and the famous yellow poplar and the black walnut, intermingled with numerous other broad-leaf trees, sought in after years for their valuable lumber and fruits. These trees had grown and flourished and reached maturity like thousands of their ancestors, undisturbed and unused except by the savage races and the wild animals that then lived in this otherwise uninhabited region.

When our forefathers came into this wilderness country and set themselves to the task of building homes and clearing the land for crops of vegetables and grain, they found the forest a storehouse for many of the necessities of life. While some of the trees had to be felled and







burned, a heavy affluence of species of materials for the construction of dwellings and the manufacture of rude implements and tools. Thus it was that the products of the forest first came to be utilized and that forest industries were begun with the earliest settlements.

The story of the gradual but marvelous development of the various industries wholly dependent upon the products of the forest can be traced through the years in which farms have grown wide with first small openings and towns and cities have sprung up throughout the state.

The remarkable evolution of the devices for the manufacture of lumber is one of the best measures of the development of forest and timber industries. The adze and broad axe and saw with which the pioneers and boarders were blessed for the first log houses were the forerunners of the whip saw and the old fashioned water saw mill. The rude hand-operated device known as a whip saw was carried east with other belongings of the pioneers and was used principally in the early days before heavy machinery could be brought in. The contrivance is thus described in Kercho's History of the Valley of Virginia: "The whip saw was about the length of the runner of a mill saw, a ferrug to the saw used in water mills with a handle at each end and transversely fixed to it. The timber intended to be sawed was first squared with a broad axe, and then raised on a scaffold six or seven feet high. Two able-bodied men then took hold of the saw, one standing on top of the log and the other under it." The author of this history adds further on: "The labor was excessively fatiguing, and about one hundred feet of plank or scantling was considered a good day's work for two hands." Straight-grained yellow poplars and white pines, and other trees with soft and durable wood, were easily found in those days and were always selected as whip saw material. Not a few old residences that were built of whip-sawed lumber are still standing. In Pocahontas county lumber was sawed with a whip saw for McChittie's Hunting House, built at the mouth of Tea Creek in 1830, and it is stated that saws of this kind have been used in Wyoming county, and in some of the adjoining counties of the southern part of the state, within the last ten years.

Whip sawing early gave place, in many sections, to the manufacture of lumber on water-power saw mills. Two types of mills belonging to this class were in existence. The sash saw mill consisted of a straight band of steel properly toothed, and strained taut by means of a frame, or sash into which it was fitted. The frame was pulled down by a water wheel, which supplied the motive power, and was pulled back, in some cases, by an elastic pole. The roller saw, introduced a little later, was more cumbersome and was capable of more rapid work.

It is not definitely known when or where the first saw mill was built and operated in the Valley of Virginia. Doubtless, however, that there were a few built by the early settlers who settled the valley of the Potomac river and its tributaries prior to the year 1763. No records have been examined that confirm or deny this statement but it is reasonably safe to say that there were a dozen rude water saw mills in the territory now occupied by Jefferson, Berkeley, Morgan, Hampshire, Hardy, Grant and

Pendleton counties as early as 1775, and that the number had increased to five or six times as many by the year 1800. There may have been more at each period. A record dated in the year 1810 states that there were about fifty saw mills running in Berkeley county alone at that time.

Those who left the settlements in the east to take up lands and establish homes west of the Alleghenies had doubtless become familiar with the water saw mill and knew its value, but many of them journeyed such a distance that it was not possible for them to take any thing so cumbersome as machinery of this kind. As soon as the roads could be cut through the wilderness however, among the first things to be hauled over them were the clumsy irons of these mills which were taken farther west, year after year, until they reached the Ohio river. The dates of the settlements, therefore, nearly coincide with the dates of the beginning of the water saw mill industry. We find that there was a flourishing colony established on the Monongahela river as early as 1772, and there was a settlement containing five thousand people on the Ohio river near Wheeling in 1769 that colonies were established at Parkersburg in 1778, and at Point Pleasant in 1776. During the decade between 1770 and 1780 settlements were begun in a number of places along the Cheat river in Preston and Tucker counties, along the Tygart's valley river in Randolph county along the Monongahela and its West Fork and Tygart's Valley branches in the whole region now embraced by the counties of Monongalia, Marion, Taylor, Harrison, Barbour, Lewis and Upshur. During the same period, or slightly earlier in some cases settlements were established on the Greenbrier river in Pocahontas and Greenbrier counties, and in the plateau and valley lands of Monroe county. Saw mills were brought to the settlements nearest the mountains first, but the dates given above are only a little in advance of the saw mills in any case. In fact, if we were to continue as above, to trace the progressive settlements step by step, from the very first up to the year 1830, we would have a reasonably accurate history of the progress of these mills.

The first saw mill west of the mountains is said to have been built near the town of St. George, in Tucker county by John Minear in the year 1776. This was a sash saw mill and stood on Mill run, a small tributary of Cheat river. Another was built by the McNeas some years after their settlement in southern Pocahontas county in 1785, and another by Valentine Cackley at Millpoint, in the same county, in 1778. The Gazetteer of Virginia and the District of Columbia, written by Joseph Martin, contains one of the first available lists of saw mills in what is now West Virginia. According to this list there were forty or more water mills running in 1835. Probably the most extensive water saw mill operations in the state were conducted on Middle Island creek and its tributaries in Pleasants, Tyler, and Doddridge counties. In Tyler county alone not fewer than twenty-four sash mills were running in this vicinity between the years 1840 and 1880. Some of the mills were in operation day and night in winter, and all sawed choice white and yellow pines for southern markets.

as late as 1863, when West Virginia had its birth as a state, seven-eighths of the lumber consumed here and exported was manufactured by water power on the primitive types of saw mills.

The next step in the evolution of sawing devices was the introduction of steam-propelled rotary saw mills that were capable of being hauled from place to place. This type of mill, which is still in use in the state, numbering over fifteen hundred in present operation—is too familiar to require description. Little is known of the first years of the steam saw mill industry. It would be impossible at this time to obtain full data as to their number and location. Local historians, with one or two exceptions, have remained silent regarding it, and all that can now be learned of the early stages of steam saw milling must be laboriously secured from a few imperfect records and from the older citizens of the state who were lumbermen many years ago. According to Martin's list there were fifteen steam saw mills in operation in the counties that now constitute West Virginia in 1835. The increase in number of portable mills was not rapid during the first thirty or forty years after their introduction. With the coming of the railroads, however, mills of this kind began to multiply rapidly. New towns that grew up along these roads required a large amount of rough lumber for the hastily-built houses, and it was usually possible to locate mills near by. In 1870 J. W. Dies Bebar wrote: "Along both branches of the Baltimore & Ohio Railroad, from twenty to thirty first-class mills are cutting on an average 3,000 feet of lumber a day." And so it was along practically all other railroads as they were built from time to time. A few came at first and these were soon followed by many others, as mentioned in the quotation above. Just as the old water mills followed closely the first settlements, supplying lumber for floors and ceiling in the log houses and for the construction of the first frame dwellings, so the portable mills followed the later settlements as they were begun along the lines of the railroads.

The introduction of the band saw mill, about thirty years ago, practically revolutionized the lumber industry. The modern plant with its numerous mechanical appliances for the saving of labor and for rapid work is a marvelous combination of ingeniously-fashioned machinery. The saw itself, as the name implies, is a belt of steel which works over two wheels mounted one above the other in a frame. The band is some times toothed on both edges so that a board is cut from the log at both the forward and backward movements of the carriage. The sawing, as the typical West Virginia plant is usually conducted in the second story of the building. Logs which are frequently conveyed long distances by rail and deposited in artificial ponds, are drawn up an incline to the mill floor by an endless chain device called the "bull chain." Here the log is cradled and deposited on an inclined platform sloping to the carriage onto which it is rolled and made fast by pulling works, composed of head blocks and dogs, operated by steam and controlled by levers manipulated by men on the carriage. The Sawyer controls the movement of the carriage and hauls the logs by the use of a device

known as the "igger" which plunges up from underneath and, striking the log with great force, tosses and turns it to any desired position. Slabs and boards are cut off in rapid succession the carriage returning to the start of point at a high rate of speed. Mechanical carriers take the refuse and boards as they drop from the saw. The boards are conveyed to the edge saw and without halting in their course, are carried to the trimmer which with its complicated system of levers and drop or lift saws, cuts off the uneven ends and reduces them to standard lengths. From here they are carried into the yard. The round slabs are cut into proper lengths for lath or shingles or dimension stock and the poor ones are ground into small pieces and passed with the saw dust into the furnaces. The time consumed in the passage of a log of average size from the pond to the yard and its conversion into lumber seldom exceeds three minutes.

Many of the large plants of the state are equipped with two or three band saws besides additional re-saws and in some cases logs are squared and taken to gang saws where, with one passage, they are converted into boards. Several of the mills employ day and night shifts running twenty hours out of the twenty-four every working day in the year. The Richwood mill of the Cherry River Boom & Lumber Company—one of the largest operations in the state—cuts 300 thousand feet of lumber every day.

The first hand saw mills were built in West Virginia between the years 1830 and 1836. Deveraux Lumber Company's mill built in Charleston in 1831 was probably the first. Two years later J. R. Huffman, the inventor of the hand saw, built two large mills at Charleston. The St. Lawrence Boom & Manufacturing Company erected a hand mill at Ronceverte in 1834, and the Blackwater Boom & Lumber Company erected one at Davis in 1835. Others of the order were those of the Huggins Lumber Company at Hambleton, Gaskley Lumber Company at Clenden-on-Gauley, Parkersburg Mill Company, at Parkersburg; and Pardon & Curtis Lumber Company, at Grafton. There are at present eighty-three hand saw mills in operation within the state.

During the years when the more primitive types of saw mills were being and continuing in some cases to the present time, were other forest industries of considerable importance. The list of these industries included the making and floating of flat boats, the rafting of logs and other timber products, the manufacture of cooperage stock, the hoop and stave industry, the telephone and telegraph pole and cross-arm factories, and the making and wharfing of less importance. In later times the manufacture of pulp and paper has become one of the leading forest industries.

But the Indians employed by it - at the principal rivers of the state - informed them that now too rough to add to it. - On the Ohio river rafts or logs could be sent as early as 1831 - and not far from the same time Salt boats were being made on the Kanawha, the Coal, and the Elk rivers. Most of the Salt boats were loaded with slaves and taken to the salt works near Charleston - where they were sold. For the past seventy five years

log rafts and single logs have been taken in large numbers from the forests that border the Guyandotte, the Big Sandy, the Little Kanawha, and other rivers. The hoop pole industry was enormous during the years of the early life of our state. As late as 1880, according to a report of the 10th census, more than three and three-fourths million hoop poles were cut valued at \$146,090. The hoop pole and shingle industries have declined within the past two decades. The cutting of poles and cross-ties, however, as well as the tanning industry have steadily increased year by year as the demand has become greater.

The amount of timber cut and used for various purposes prior to 1880 is not known. Much that was cut before the Civil War Period was used for domestic purposes. Some was sold in markets that could be reached by water and a little was shipped on the first railroads. One estimate puts the quantity used at home for buildings purposes, during the whole time before 1880, at 500 million feet. The cut of saw mills during the past thirty years has been about 25 billion feet. This does not take into account the vast quantity of timber cut for poles, cross-ties, tan-bark, pulp and for other minor purposes. The figures as shown here rapidly the production has increased during the periods mentioned.

YEAR	VALUE IN ALL MEASURES
1880	130,120,000
1890	301,335,000
1900	719,051,000
1907	1,305,975,000
1909	1,170,042,000

West Virginia ranks first in the production of chestnut and cherry lumber, and thirteenth in the production of all kinds. The number of mills has been steadily increasing until at present there are fifteen hundred and twenty-four.

That the area of original forest in the state has decreased in proportion to the increase in capacity and number of saw mills is a natural and correct inference. The amount of lumber cut on the old water power mills and the amount rafted out, and that used for various other purposes made only a small beginning on the margin of the great forests of the state. Even as late as the year 1880—as shown by the accompanying map—the great body of the coniferous and hardwood forests of the interior sections had scarcely been touched. At that date only strips of varying widths had been cut along the Ohio river and its larger tributaries in the state, and along the North and South Branches of the Potomac and Shenandoah rivers. But since the coming of the larger mills and building of additional railroads, the area of virgin forest has been reduced to less than one-tenth of its original size.

The forest and timber industries beginning in a small way with the earliest settlements of the state and increasing to their present large importance, have meant much in the way of benefits to the citizens of West Virginia than any other industry except that of farming. All classes of people have been, and still continue to be, the beneficiaries of these forest industries, and only by being deprived of the advantages that come from this source as so frequently the case with the people

come to realize their great dependence upon the things that reach them through this channel.

The forest industries have not only brought capital into the state and afforded employment to thousands of its citizens, but have also been the means of establishing social centers and developing wholesome social customs. Hundreds of small villages and flourishing larger towns of today stand where lumber camps formerly stood, built long ago in dense wooded regions. In these camps a rough but large-hearted, robust, and justice-loving company of young lumbermen—some from the rural homes of the state and others from outside our borders—constituted the first temporary and shifting population of these centers,—a few lingering behind as the first permanent residents. In many instances, where the ownership of large tracts of timber land has fallen into the hands of a single company, the first small operations have soon given place to enormous mills which still furnish employment to the entire population of the prosperous towns that have grown up around them.

Fish and Game

By J. A. Viquesney, Forest, Game and Fish Warden.

The first colonists migrating to America found a land of unbroken forests, teeming with all kinds of game. The coasts and water courses were swarming with water fowls of every description, and every river was alive with beautiful fish.

From the landing of the Pilgrim Fathers down to the present time, the wild game and fish have had an enormous potential value, and have been the mainstay in providing food for the pioneer, the prospector and the settler as they blazed the way of civilization from the Virginia colonies on the Atlantic to the Golden Gate on the Pacific, and turned this continent from a vast forest inhabited by the deer, the bear and the beaver into a great country of civilization, dotted with fertile fields, happy homes and industrial development that has been an inspiration to the whole world.

Nowhere in the world has there been such a destruction of wild life as has taken place on the American continent in the past century. No other country has been visited with such an abundance of wild game as has the United States. It seems that nature lavishly bestowed, upon every acre of our territory, every kind and character of the wild life and that that could be sustained.

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Nowhere in the world has there been such a destruction of wild life as has taken place on the American continent in the past century. No other country has been endowed with such an abundance of wild game as has the United States. It seems that nature lavishly bestowed, upon every acre of our territory every kind and character of the wild fauna and flora, but could be maintained thereon. No pioneer ever pushed so far into the wilderness that he did not find hosts of birds and beasts and millions of fishes awaiting him.

Almost a century before the big game of the Rocky Mountains was discovered, the game and fish inhabiting the hollow valleys and streams of West Virginia were being slaughtered to feed the Indian and white man alike.



SCENE ON KNAPP'S CREEK, POCAHONTAS COUNTY
(Bass Stream.)



LAUREL CREEK, POCAHONTAS COUNTY.
(Typical Trout Stream.)

The large game in West Virginia has all been exterminated except a limited number of Virginia white-tail deer and black bear. The Elk or Eastern Wapiti have not been seen in our state since 1845, at which time a herd of seven of these animals was seen in Pocahontas county, near the place where the town of Durbin is now located. However, within the past year sixty-five head of these animals have been brought into this state, from the state of Wyoming, by the Allegheny Sportsmen's Association, and the recent session of the Legislature having made it a felony to kill one of these animals for a period of fifteen years, it is quite certain that they will again become plentiful in West Virginia.

The bison or buffalo once roamed in large herds over our state, the greatest number of them being found along the Ohio and Kanawha rivers. The last buffalo seen were a cow and calf in Webster county in the year 1826. A few head of buffalo will be brought to West Virginia during the present year but they will be kept in captivity as it is not deemed expedient to attempt to propagate them from a game standpoint.

The smaller game animals and birds are yet reasonably plentiful, and under protection and care will increase rather than diminish.

West Virginia has been called the "birth place of rivers." These rivers taking their rise in the lofty mountain peaks and wending their way through the primeval forests to the larger streams that ultimately reach the Atlantic Ocean and the Gulf of Mexico, afford scenery that is not surpassed in the United States, and offer some of the most delightful fishing places in the whole world.

Over one hundred species of fish are found in West Virginia waters, among them some of the most valuable and finest game and food fishes found inhabiting the waters of the United States. The large and small-mouth black bass, and the brook and rainbow trout are special kinds that delight the fisherman's heart, while the principal food fishes are the walleyed pike, blue cat, mud cat, channel cat, rock bass, white perch and various kinds of the sucker family.

For some years the great industrial developments in the state wrought great damage to our fish, but many of the beautiful mountain streams, where lumbering operations have ceased, are now returning to their primitive condition, and fish are becoming more plentiful. In the industrial centers of the state, especially where coal is mined extensively, it is not possible to propagate fish with any degree of certainty, for the reason that they will not thrive, nor even live, in the highly polluted waters, but most of our streams are free from pollution, and with proper re-stocking and care can be made as fine fishing streams as can be found anywhere.

Game and fish laws are older than the state of West Virginia. In the year 1607, or more than two hundred years ago, the state of Virginia enacted a law restricting the hunting of deer in certain ways. In Chapter 131 of the Virginia Code of 1843 we find considerable legislation concerning certain kinds of game, but it remained for our own state in the year 1863 to pass the first law enacted by any state protecting all

kinds of insectivorous birds, except a few that were regarded as injurious.

While this law remained on our statute books for nearly half a century there was no organized effort made to enforce its provisions and it was a dead letter, and the boy who could succeed in robbing the greatest number of birds nests, and who could bring home the largest and best assorted string of beads made from the shells of bird eggs was denominated the hero of the community and was likely to receive special mention by the school teacher, the preacher and even in his father's will.

No attention whatever was paid to the protection of fish and game until the year 1897, when the legislature created the office of fish and game warden and materially strengthened the law relating to these subjects. Without any appropriation to provide for deputy service to properly enforce the law, the destruction of our game and fish went ruthlessly on, and with the rapid development of our state bringing in a class of individuals who did not hesitate to dynamite our streams and kill without distinction all living wild birds or animals that wore hair or feathers, it became necessary for the legislature of 1909 to enact a more up-to-date law in order to save from annihilation our remnant of game, fish and birds.

By this law it was made a felony to dynamite fish; the sale and shipment of game was prohibited; it made it unlawful to kill doe at any time; a resident license of \$1.00, and a non-resident license of \$15.00 was charged, which brought in a revenue of more than \$20,000.00 per year and would have been sufficient to restock and protect the fish and game, and would have brought West Virginia to the forefront of the best game and fish states of the Union.

This law being a drastic departure from the old law created some dissatisfaction among the class of people who deemed it their constitutional right to shoot when, where and what they pleased, without restriction, of all of the wild creatures of the earth, and the legislature of 1911, fulfilling their political promises made from stump and platform, repealed the resident hunters license and failed to even appropriate the \$40,000 that had been raised during the two years under the license system.

The legislature of 1913, while it failed to make some needed amendments to our present laws, very generously appropriated the sum of \$25,000.00 from the fund known as the "Forest, Game and Fish Protective Fund," raised by the sale of hunters' licenses, and will thus make it possible during the years 1913-14 to start a system of restocking our fields, forests and streams which will demonstrate the possibilities of increasing the fish and game in West Virginia. If succeeding legislatures will carry out this policy of appropriating sufficient money to aid in the propagation of fish and game, and will inaugurate a salaried deputy system of wardens, in a short time the change that will appear will be an agreeable surprise to every citizen of the state.

Many states are reaping great benefits from recreation seekers who

love the haunts of the wilds. West Virginia with her picturesque scenery, beautiful mountains and streams, and healthful climate furnishes a splendid resort for all those in quest of rest and recreation, and nothing is more desirable than a stroll along some of our crystal streams in search of the speckled trout or gamey bass, or a hunting camp on some mountain crest where the foot of the white man has seldom trod, searching for the ruffed grouse, the wild turkey or the fleet footed deer.

A better sentiment for fish and game protection pervades the air. Where ten years ago you found one sportsman or fisherman you now find twenty.

The farmer no longer regards the robin or the bob-white as a pest on his farm, but accords them a welcome, second only to his children. The game and fish of our state belong to the people as a whole and not to any one class. It is ours to use but not to destroy. It is confidently believed that under our present system of protection, with sufficient funds to restock depleted territory, that our game and fish will double in number and value within the next five years.

Development of Agriculture in West Virginia

By Professor T. C. Atkason, College of Agriculture, W. Va. University.

West Virginia as a part of Virginia in earlier days and later as a separate state, developed a citizenship and a civilization peculiar to itself, largely influenced and dominated by its rugged environment. "Through all its earlier history Virginia had been noted for its intense loyalty to the Stuarts and its hatred of every element of reform." All the feudal restrictions and abuses of the mother country had been brought over to Virginia by its early settlers and industriously fostered along with the institution of human slavery. Governor Berkeley is reported to have boasted in 1671, that the colony had neither printing presses, colleges nor schools. The gentry alone controlled the politics and managed the finances of the colony.

"The ruling class in Virginia were the planters. They were often cultivated and intelligent men who had been educated in English universities or in the best schools of their native lands. Their possessions were immense, and had usually come to them from their ancestors. Entails prevented any division of the family property, and it was a common complaint at the time that all the land of Virginia was held by a few hands. Mechanical, agricultural, or commercial pursuits were forbidden by customs of the planting class. It was thought beneath a member of the great families to engage in trade, and Scotch emigrants and foreign adventurers pursued a gainful traffic, engrossing the wealth of the country, while the landowner slumbered in indolence and fell into poverty

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